

## Identifying Jeeps

<http://www.jeeptech.com/models/cj-3b.htm>

### Military Jeeps: M38

#### Production Information

Year	Serial Number Range	Production
1950	10001 - xxx	ppp
1951	xxx - xxx	ppp
1952	xxx - 72329	ppp
1955	10001 - 13880	3880

The M38s built in 1955 were built for export. (CDN)

The M38 was designed for underwater fording and was based off the CJ3A. It is the only military jeep made with a tailgate. The engine used was the venerable L-134 engine from the earlier jeep production with the ventilation/electrical modifications to allow underwater fording.

#### Serial Number Locations

The vehicle identification plate is located on the instrument panel at the right of the instrument cluster. The plate includes vehicle name, serial number, manufacturer's name, ordinance stock number, part number, model number, contract number, and year manufactured. Another plate including name, patent information, and serial number is located behind the passenger seat on the front of the rear fender well.

### Military Jeeps: M38A1

The M38A1 (MD) was built from 1952 until 1957 for the U.S. military forces and from 1958 until 1971 for export to foreign governments. The production information available for these vehicles suggests a much more limited production run. The M38A1 was so well liked, they introduced the CJ-5 in 1955 based on its design.

#### Drive Train

The M38A1 used the "Hurricane" F-Head 134 I4 engine, T-90 3 speed transmission, Dana 18 transfer case, either the Dana 25 or the Dana 27 front axle, and Dana 44 rear axle.

#### Production Information

Year	Serial Number Range	Production
1952	10001 - xxx	ppp
1953	xxx - xxx	ppp
1954	xxx - xxx	ppp
1955	xxx - 85428	ppp
1956	10001 - 11000	1000

Units built in 1956 were shipped to Egypt.

Contributors

Thanks to Todd Paisley for the M38A1 serial number and production information.

## Military Jeeps: M170

The M170 (MDA) is basically a stretched M38A1. Only 4155 were produced between the mid-1950s and the early 1960s. They were used as ambulances. The production information available for these vehicles suggests a much more limited production run.

### Drive Train

The M170 was available with the "Hurricane" F-Head 134 I4 engine, T-90 3 speed transmission, Dana 18 transfer case, Dana 25 front axle, and Dana 44 rear axle.

### Production Information

Year	Serial Number Range	Production
1953	10001 - xxx	ppp
1954	xxx - xxx	ppp
1955	xxx - 12271	ppp

### Contributors

Thanks to Keith Buckley for pictures of his M170.

Thanks to Todd Paisley for the M170 serial number and production information.

## MBT Trailer

Willys-Overland built some of these trailers as did other manufactures. The post war model is the M100, which looks almost identical. The M416 looks very similar to, but it has squared off fenders. They are all 1/4 ton trailers.

### Production Information

Year	Serial Number Range	Production
1943	? - ?	ppp

### Identification

Serial numbers are located on the data plate riveted to the front of the trailer.

## CJV-35/U

The CJ-V35 is a special radio Jeep built for the Navy in 1950. It is based on the CJ-3A and was a direct predecessor to the M38. The CJV-35/U operated with the L134 engine with modifications for engine ventilation and electrical waterproofing.

### Production Information

Year	Serial Number Range	Production
1950	10001 - 11000	1000

Serial numbers are located on the dash data plate and the WO factory data plate mounted on the firewall. The engine is stamped with a CJV serial number prefix on the blocks water pump boss.

## CJ-2A

The CJ-2A was the first civilian Jeep. It was produced from July 17th 1945 through 1949. It looks similar to a M38, CJ-3A, or MB, but it has flush mounted head lights and the wind shield is made with round tubing. The windshield is split were as the CJ-3A uses a one piece wind shield (except for some export versions), is made with square tubing, and is taller above the glass. CJ-2A tubs are compatible with the M38, CJ-3A, and MB tubs, but there are cosmetic differences. All of them used the "Go Devil" L head 134 I4 engine.

### Variations

Early versions of the CJ-2A (until 1946 serial number 38220) were produced with a column shift T-90. The later versions of the CJ-2A were produced with "three on the floor" rather than "three on the tree." Some early CJ-2As also had the Spicer 23-2 rear end and shovel and axe grooves on the drivers side like one would find on the MB. Later CJ-2As had a Dana 41 rear end and no grooves on the drivers side.

### Drive Train

The CJ-2A used the "Go Devil" L-Head 134 I4 engine. Early CJ-2As were equipped with a column shift T-90 3 speed while later models used a floor shift version. The 26 tooth small hole Dana/Spicer 18 transfer case was used. The front axle was a Dana/Spicer 25 with drum brakes. Early CJ-2As used the full-floating Dana/Spicer 23-2 while later models used the semi-floating Dana/Spicer 41.

### Production Information

YEAR	BODY	MODEL	START	END	UNITS
1945	CJ-2A	10001	11824	1824	
1946	CJ-2A	11825	83379	71554	
1947	CJ-2A	83380	148458	65078	
1948	CJ-2A	148459	222581	74122	
1949	CJ-2A	222582	224764	2182	

### Serial Number Locations

Serial numbers are located on the out side of the left front frame horn, behind the bumper. An exception to this is the first 100 or so 1945s where the frame tag is on the inside frame horn reinforcement like the MBs.

The engine number was located at the front of the engine block on the water pump boss.

The Vintage Jeep Barn: CJ-3A

## CJ-3A

The CJ-3A was produced from 1948 through 1953.

### Drive Train

The CJ-3A was available with the "Go Devil" L-Head 134 I4 engine, the T-90 3 speed transmission, the Dana 18 transfer case, the Dana 25 front axle, and either the Dana 41 or the Dana 44 rear axle.

### Production Information

YEAR	BODY	MODEL	START	END	UNITS
1949	CJ-3A	10001	37749	27749	
1950	CJ-3A	37750	63784	26034	
1951	CJ3-A	451 GB1	10001	54158	44158
1952	CJ-3A	452 GB1	10001	38652	29652
		CJ-3A ST CH	452 GA1	10001	10013 13
1953	CJ-3A	453 GB1	10001	20617	10617

Serial numbers are located on the left front of the frame and on the back of the bumper and data plate riveted to the firewall. The engine number was located at the front of the engine block on the water pump boss.

## CJ-3B

The CJ-3B was produced from 1952 through 1968.

Derek Redmond maintains a great page dedicated to the CJ-3B.

Drive Train

The CJ-3B was available with the "Hurricane" F-Head 134 I4 engine, the T-90 3 speed transmission, the Dana 18 transfer case, either the Dana 25 or the Dana 27 front axle, and the Dana 44 rear axle.

Production Information

YEAR	BODY	MODEL	START	END	UNITS		
1953	CJ-3B	453 GB2	10001	37551	27551		
	CJ-3B	ST CH	453 GA2	10001	12267	2267	
1954	CJ-3B	454 GB2	10001	41292	31292		
	CJ-3B	ST CH	454 GA2	10001	13105	3105	
1955	CJ-3B	57348	10001	22952	12952		
	CJ-3B	ST CH	57448	10001	11667	1667	
	CJ-3B	Fire Eng.	57048-01	10001	10007	7	
1956	CJ-3B	57348	22953	34371	11418		
	CJ-3B	ST CH	57448	11668	11717	49	
	CJ-3B	Fire Eng	57048-01	10008	10018	11	
1957	CJ-3B	57348	34372	41591	7220		
	CJ-3B	ST CH	57448	11717	11717	1	
	CJ-3B	Fire Eng	57048-01	10019	10025	7	
1958	CJ-3B	57348	41592	48247	6656(6)		
	CJ-3B	ST CH	57448	11718	11719	2(6)	
	CJ-3B	Fire Eng	57048-01	10026	10032	7(6)	
1959	CJ-3B	57348	48248	57547	9300(6)		
	CJ-3B	ST CH	57448	11720	11727	7(6)(14)	
	CJ-3B	Fire Eng	57048-01	10032	10035	4(6)	
1960	CJ-3B	57348	57548	67473	9926		
	CJ-3B	Fire Eng	57048-01	10036	10036	1	
1961	CJ-3B	57348	67474	85317	17844(19)(21)		
	CJ-3B	ST CH	57448	11728	11800	73(6)	
	CJ-3B	Fire Eng	57048-01	10037	10101	65	
1962	CJ-3B	57348		9416			
1963	CJ-3B	57348		9801			
1964	CJ-3B	57348		5271			
1965	CJ-3B	57348		2847			
1966	CJ-3B	57348		5459			
1967	CJ-3B	57348		2523			
1968	CJ-3B	57348		1446			

Identification

Serial numbers are located on the left front of the frame and on the back of the bumper. The engine number was located at the front of the engine block on the water pump boss.

## The Vintage Jeep Barn: CJ-5

Description

The CJ-5 was produced from 1955 through 1983.

Drive Train

Engine

Many engine options have been offered for the CJ-5 over its long production run. The original engine offered in the CJ-5 was the "Hurricane" F-Head 134 I4. The first optional engine offered for the CJ-5 was the Perkins 192 I4 diesel followed by the "Dauntless" Buick 225 V6. When AMC purchased Jeep from

Kaiser, they soon made the AMC 232, 258, and 304 available in the CJ-5. The last three years of production, the GM 151 I4 was the standard engine.

#### Transmission

The T-90 3 speed was the standard transmission for the CJ-5 for many years. It's close brother, the T-86 3 speed was used with CJ-5s with the Dauntless V6. The T-14 replaced the T-90 and later the beefy T-15 was used with CJ-5 with the 304. The T-98 was an optional 4 speed for the CJ-5 until 1971 when the T-18 became the optional 4 speed. In 1976, the T-150 became the 3 speed for the CJ-5. In 1980, the heavy duty 3 speeds and 4 speeds were no longer offered. The lighter duty SR-4, T-4, T-176, and T-5 were used. The CJ-5 never came with an automatic from the factory.

#### Transfer Case

The CJ-5 used the Dana 18 from '55 until '71. In '72 they switched to the Dana 20. From '80-'83 they used the Dana 300.

#### Front Axle

The CJ-5 was first offered with the Dana 25 until 1965. The Dana 27 replaced it and was used until 1971. From 1972-1983, the Dana 30 was used in the CJ-5.

#### Rear Axle

The Dana 44 with two piece shafts was used in the CJ-5 until mid-1970. A Dana 44 with one piece shafts replaced it after that until 1975. After 1976 the AMC 20 was used.

#### Production Information

57548

YEAR	BODY	MODEL	START	END	UNITS
1955	CJ-5	57548	10001	27006	17006
	CJ-5 ST CH	57648	10001	10010	10
	CJ-5 Fire Eng.	57048-02	10001	10001	1
1956	CJ-5	57548	27007	45922	18915
	CJ-5 ST CH	57648	10011	10022	12
	CJ-5 C/WS	56548	10001	10006	6
	CJ-5 Fire Eng	57048-02	10002	10007	6
1957	CJ-5	57548	45923	68815	22893
	CJ-5 ST CH	57648	10023	10068	46
	CJ-5 C/WS	56548	10007	10012	6
	CJ-5 Fire Eng	57048-02	10008	10012	5
1958	CJ-5	57548	68816	82877	14062(6)
	CJ-5 ST CH	57648	10069	10136	68(6)
	CJ-5 C/WS	56548	10013	10015	3(6)
	CJ-5 Fire Eng	57048-02	10013	10016	4(6)
1959	CJ-5	57548	82878	97918	15040(6)(14)
	CJ-5 ST CH	57648	10137	10173	37(6)
	CJ-5 C/WS	56548	10016	10020	5(6)
	CJ-5 Fire Eng	57048-02	10016	10017	2(6)
1960	CJ-5	57548	97919	119539	21621
	CJ-5 ST CH	57648	10174	10325	152
	CJ-5 Fire Eng	57048-02	10018	10023	6
1961	CJ-5	57548	119540	134747	15208(21)
	CJ-5 ST CH	57648	10326	10386	61(21)
	CJ-5 Diesel	57558	10001	10152	152(21)
1962	CJ-5				
1963	CJ-5				
1964	CJ-5				
1965	CJ-5				
1966	CJ-5				
1967	CJ-5				
1968	CJ-5				
1969	CJ-5				
1970	CJ-5				
1971	CJ-5				

1972 CJ-5  
 1973 CJ-5  
 1974 CJ-5  
 1975 CJ-5  
 1976 CJ-5  
 1977 CJ-5  
 1978 CJ-5  
 1979 CJ-5  
 1980 CJ-5  
 1981 CJ-5  
 1982 CJ-5  
 1983 CJ-5

Serial Number Locations

For CJ-5s manufactured from 1955 through 1970, The vehicle serial number is stamped on a metal plate located on the firewall, under the hood, on the passenger side.

Contributors

Thanks to Kevin Mullin for serial number location information.

**The Vintage Jeep Barn: CJ-6**

Description

The CJ-6 was produced from 1958 through 1975.

Drive Train

Engine

The original engine offered in the CJ-6 was the "Hurricane" F-Head 134 I4. The first optional engine offered for the CJ-6 was the Perkins 192 I4 diesel followed by the "Dauntless" Buick 225 V6. When AMC purchased Jeep from Kaiser, they soon made the AMC 232, 258, and 304 available in the CJ-6.

Transmission

The T-90 3 speed was the standard transmission for the CJ-6 for many years. It's close brother, the T-86 3 speed was used with CJ-6s with the Dauntless V6. The T-14 replaced the T-90 and later the beefy T-98 was an optional 4 speed for the CJ-6 until 1971 when the T-18 became the optional 4 speed.

Transfer Case

The CJ-6 used the Dana 18 from '58 until '71. From '72-'75 they used the Dana 20.

Front Axle

The CJ-6 was first offered with the Dana 25 until 1965. The Dana 27 replaced it and was used until 1971. From 1972-1975, the Dana 30 was used in the CJ-6.

Rear Axle

The Dana 44 with two piece shafts was used in the CJ-6 until mid-1970. A Dana 44 with one piece shafts replaced it after that.

Production Information

YEAR	BODY	MODEL	START	END	UNITS
1956	CJ-6	57748	10001	12224	2224
	CJ-6 ST CH	57848	10001	10002	2(11)
1957	CJ-6	57748	12225	13853	1639
	CJ-6 ST CH	57848	10002	10003	2(11)
1958	CJ-6	57748	13854	15067	1214(6)
1959	CJ-6	57748	15068	17074	2006(6)(14)
1960	CJ-6	57748	17075	19110	2036
1961	CJ-6	57748	19111	21101	1991(21)
	CJ-6 Fire Eng	57048-14		10001	10003 4(21)(13)
	CJ-6 Diesel	57758	10001	10128	28(21)

1962 CJ-6  
1963 CJ-6  
1964 CJ-6  
1965 CJ-6  
1966 CJ-6  
1967 CJ-6  
1968 CJ-6  
1969 CJ-6  
1970 CJ-6  
1971 CJ-6  
1972 CJ-6  
1973 CJ-6  
1974 CJ-6  
1975 CJ-6

Serial Number Locations

For CJ-5s manufactured from 1955 through 1970, The vehicle serial number is stamped on a metal plate located on the firewall, under the hood, on the passenger side.

## **Short Jeeps: CJ-7**

### Description

The CJ-7 was produced from 1976 until 1986. The CJ-7 is basically a stretched CJ-5. An extra 10" was added behind the front seats to make the CJ-7 a 91" wheel base vehicle vs. the CJ-5s 81". The extra 10" allowed AMC to offer an automatic transmission for the first time in a CJ. A CJ-7 tub can be identified by the shape of the door opening, the opening is square whereas the CJ-5 has a curving door opening. The Wrangler (YJ) tub has the same dimensions as the CJ-7 and can be used on a CJ-7 with some modifications.

The CJ-7 also was available with a hard top and doors from the factory. Hard tops and doors were available for earlier models, but not from the factory.

A new fully boxed frame was available for CJs from '76-'86 and although the welds are ugly, the frame is stronger than frames used in previous CJs. The frame was widened in the rear and the springs were moved farther out to make the CJs more stable on the road, unfortunately this mildly reduces the articulation of the rear axle. Other features such as sway bars and steering stabilizers were added around this time to increase handling. Another change in 1982 was made to make the CJs more stable, wider axles were used. There are some differences in shock mounting, but "wide track" axles are compatible with '76-'81 "narrow track" CJs and visa-versa.

1980 marked the end of the Great Transmission Era. The '80-'86 CJs used medium and light duty transmissions compared to the heavy duty transmissions available in the late 70s.

1980 marked the return of the I4 CJ with the introduction of the GM 151 engine. 1981 was the last year for the V8 in a CJ from the factory. The 304 V8 was no longer an option from the factory, only the six cylinder and four cylinder engines were available after '81.

Several different trim packages were available for the CJ-7s over the years including the Laredo and Jamboree packages. These are typically just trim packages though, they don't add much to the value of the vehicle.

### Drive Train

#### Engine

The CJ-7 was originally offered with the 232 I6 as the stock engine and the 258 and 304 as an optional engines. In the late 70s, the 232 was dropped and the 258 became the stock engine. In 1980, the GM 151 I4

I4 engine was stock and the 258 and 304 were optional. The last year for the 304 was 1981. The GM 151 was replaced with the AMC 150 I4 in 1984.

#### Transmission

From '76-'79 the T-150 3 speed was the stock transmission and the T-18 4 speed with granny low was optional. During this time, the GM TH400 3 speed automatic was also available. After 1980, the heavy duty transmissions were no longer used. The SR-4 and T-176 were used with the I4 and I6. The T-176 was used with the 304. After 1981, the T-4, T-176, and T-5 5 speed were used. From 1980-1986, the TF999 was used with the I6 and V8 and the TF904 was used with the I4.

#### Transfer Case

The Dana 20 was used from '76-'79 and the Dana 300 was used from '80-'86.

#### Front Axle

The Dana 30 was always used in the CJ-7.

#### Rear Axle

Some odd models of the CJ-7 used the Dana 44, but the normal axle was the AMC 20.

#### Production Information

Year	Serial Number Range	Production
1976	xxx - xxx	ppp
1977	xxx - xxx	ppp
1978	xxx - xxx	ppp
1979	xxx - xxx	ppp
1980	xxx - xxx	ppp
1981	xxx - xxx	ppp
1982	xxx - xxx	ppp
1983	xxx - xxx	ppp
1984	xxx - xxx	ppp
1985	xxx - xxx	ppp
1986	xxx - xxx	ppp

#### Serial Number Locations

Serial numbers are located on the . . .

## CJ-8

#### Description

The CJ-8/Scrambler was produced from 1981 until the 1985. It is hardly a "short" Jeep, but it shares many of the characteristics of the CJ-7s and late CJ-5s.

#### Drive Train

##### Engine

In 1981, the CJ-8 was offered stock with the GM 151 I4 engine and the 258 I6 and 304 V8 were optional. The last year for the 304 was 1981. The GM 151 was replaced with AMC 150 I4 in 1984.

##### Transmission

The SR-4 and T-176 were used with the I4 and I6. The T-176 was used with the 304. After 1981, the T-4, T-176, and T-5 5 speed were used. The TF999 was used with the I6 and V8 and the TF904 was used with the I4.

##### Transfer Case

The Dana 300 was the transfer case used in the CJ-8.

##### Front Axle

The Dana 30 was always used in the CJ-8.

##### Rear Axle

The CJ-8 used the AMC 20 rear axle.

#### Production Information

Year	Serial Number Range	Production
1981	xxx - xxx	ppp
1982	xxx - xxx	ppp
1983	xxx - xxx	ppp



1984 xxx - xxx      ppp  
 1985 xxx - xxx      ppp  
 Serial Number Locations

Serial numbers are located on the . . .

## Short Jeeps: Postal/Dispatch Jeep (DJ)

### Description

The Postal/Dispatch Jeep was made in two basic models, the DJ-3A and the DJ-5. The DJ-3A was a flat fender postal Jeep similar to the CJ-3A except it was two wheel drive. It was produced from 1956 until 1965. The DJ-5 was introduced in 1965 which is the postal Jeep most people are familiar with today. They also produced a long version from 1965 until 1968, the DJ-6. The DJ-5 was made by Jeep into the early 70s and production continued under AM General.

Drive Train

Engine

Transmission

Transfer Case

Front Axle

Rear Axle

Production Information

DJ-3A

YEAR	BODY	MODEL	START	END	UNITS
1956	DJ-3A	56337	10001	12510	2510(15)
1957	DJ-3A	56337	12512(15)	13305	794
1958	DJ-3A	56337	13306	14693	1388(6)
	DJ-3A ST CH	56437	10001	10001	1(16)
1959	DJ-3A	56337	14694	16642	1948(6)(14)
	DJ-3A ST CH	56437	10002	10002	1(16)
1960	DJ-3A	56337	16643	19367	2725
	DJ-3A ST CH	56437	10003	10014	12(16)(14)
1961	DJ-3A	56337	19368	20909	1542(21)

1962 DJ-3A

1963 DJ-3A

1964 DJ-3A

1965 DJ-3A

DJ-5

Year	Serial Number Range	Production
1965	xxx - xxx      ppp	
1966	xxx - xxx      ppp	
1967	xxx - xxx      ppp	
1968	xxx - xxx      ppp	
1969	xxx - xxx      ppp	
1970	xxx - xxx      ppp	
1971	xxx - xxx      ppp	
1972	xxx - xxx      ppp	

DJ-6

Year	Serial Number Range	Production
1965	xxx - xxx      ppp	
1966	xxx - xxx      ppp	
1967	xxx - xxx      ppp	
1968	xxx - xxx      ppp	

Serial Number Locations

Serial numbers are located on the firewall data plate.

## Jeepster VJ

The Jeepster (VJ) was produced from 1948 through 1950. It was only available in two wheel drive, but conversions are common. The design of the later Jeepster/Commando was based on the design of this early Jeepster.

Drive Train  
Engine  
Transmission  
Transfer Case  
Front Axle  
Rear Axle  
Production Information

Production information for the VJ2 in 1948 and 1949 is intermingled with the production information for the 463 Willys Wagon for those years. See the Willys Wagon page for serial number ranges and production units for those years.

YEAR	BODY	MODEL	START	END	UNITS
1948	VJ2 (See Wagon)				
1949	VJ2 (See Wagon)				
	463-VJ3	10001	12698	2698	
	663-VJ3	10001	10654	654	
1950	473-VJ3	10001	14066	4066	
	673-VJ3	10001	11779	1779	
1951	473 VJ3 451 BA1	10001	--		NONE
	673 VJ3 651 BA1	10001	--		NONE

## Jeepster Commando (C101)

The Jeepster/Commando (C101) was produced from 1962 until 1971 and the Commando (C104) was produced from 1972 until 1973.

Drive Train  
Engine

The Jeepster/Commando was originally offered with the "Hurricane" F-Head 134 I4. The "Dauntless" Buick 225 V6 was an optional engine in the late 60s. When AMC purchased Jeep from Kaiser, they soon made the AMC 232, 258, and 304 available in the Commando C104 in 1972 and 1973.

Transmission

The T-90 3 speed was the standard transmission for the Jeepster with the F-Head engine and it's close brother, the T-86 3 speed was used with the Dauntless V6. The T-14 replaced the T-86 with the 6 cylinder engines and later the beefy T-15 was used with CJ-5 with the 304. The TH400 was the optional automatic available for the Commando only with the Buick and AMC engines.

Transfer Case

The Jeepster/Commando was only available with the Dana 20 transfer case.

Front Axle  
Rear Axle

Production Information

Year	Serial Number Range	Production
1967	xxx - xxx	ppp
1968	xxx - xxx	ppp
1969	xxx - xxx	ppp

1970 xxx - xxx      ppp  
 1971 xxx - xxx      ppp  
 1972 xxx - xxx      ppp  
 1973 xxx - xxx      ppp  
 Serial Number Locations

Serial numbers are located on the . . .

## Forward Control Jeep (FC)

The Forward Control Jeep (FC) was produced from 1957 through 1965.

FC-170 Dual Rear Wheel has a heavy duty suspension and brakes. The GVW was increased to 9000 lbs.

Drive Train

Engine

Transmission

Transfer Case

Front Axle

Rear Axle

Production Information

YEAR	BODY	MODEL	START	END	UNITS	
1957	FC 150 CAB	65548	10001	16635	6635	
	FC 150 ST CH	65148	10001	10002	2	
	FC 170 CAB	61568(20)		10001	13101	3101
1958	FC 150 CAB	65548	16636	18705	2070	
	FC 150 C/WS	65348	10001	10001	1	
	FC 150 ST CH	65148	10003	10003	1	
	FC 170 CAB	61568	13102	14620	1519	
	FC 170 C/WS	61368	10001	10003	3	
1959	FC 150 CAB	65548	18706	21754	3048(14)	
	FC 150 C/WS	65348	10002	10002	0(14)	
	FC 150 ST CH	65148	10004	10004	1	
	FC 170 CAB	61568	14621	17094(17)		2474
	FC 170 C/WS	61368	10004	10005	2	
	FC 170 ST CH	61168	10001	10009	9	
	FC 170 Dual	61568-13		10001	10335	335
1960	FC 150 CAB	65548	21755	23678	1924	
	FC 150 ST CH	65148	10005	10005	1	
	FC 170 CAB	61568	17094(17)		19599	2506
	FC 170 ST CH	61168	10010	10105	96	
	FC 170 Dual	61568-13		10336	10579	244
	FC 170 Dual	61568-15		10001	10158	158
1961	FC 150 CAB	65548	23679	24976	1298(21)	
	FC 170 CAB	61568	19600	21646	2047(21)	
	FC 170 ST CH	61168	10106	10111	6(21)	
	FC 170 Dual	61568-13		10580	10703	124(21)
	FC 170 Dual	61568-15		10159	10354	196(21)

1962 FC

1963 FC

1964 FC

1965 FC

Contributors

Thanks to Joe Shaefer for sending me some production information from Peter Sessler's "Illustrated Jeep Buyers Guide." It seems to be alignment, but not as complete, as Charlie Weavers production information.

## Willys Pickup

The Willys Pickup was produced from 1947 through 1965. It was introduced in 1947 with 2WD and 4WD models. There were only a few styling changes made to the pickup over the years. In 1950 a new front grill was introduced mid year. Another front grill change occurred in 1954. In 1960, the two piece windshield was replaced with a one piece windshield.

The Willys Pickup was offered in various configurations over the year including chassis only, chassis and cab, pickup, and platform stake bed.

Drive Train

Engine

The Willys Pickup was introduced with the "Go Devil" L-Head 134 I4 engine. In 1950 "Hurricane" F-Head 134 I4 replaced the L-Head engine. In 1954 the "Super Hurricane" L-Head 226 I6 was offered. In 1955 the F-Head became optional and the 226 became standard. In 1957, the F-Head was not offered in the Willys pickup, but it became available again in 1959. Revisions were made to the 226 in 1959 that gave it slightly lower HP, but HP and torque peaks were at lower RPM. In 1963, the "Tornado" 230 I6 introduced in the pickup and the F-Head was dropped again. In 1964, a low HP version of the 230 was available. In the final year, only the high HP version of the 230 was available.

Transmission

The Willys Pickup was equipped with a column shift T-90 3 speed which was replaced with a floor shift version of this transmission in mid year 1949.

Transfer Case

The 26 tooth small hole Dana/Spicer 18 transfer case was used.

Axles

The front axle used in Willys Pickups was the Dana/Spicer 25 with drum brakes. The rear axle was the semi-floating Timken 51510. The standard ratio with the I4s was 5.38 with 6.17 and 4.88 optional. The standard ratio with the I6s was 4.88 with 5.38 optional.

Production Information

YEAR	BODY	MODEL	START	END	UNITS
1947	4WD (4T)		10001	12346	2346
	2WD (2T)		10001	12642	2642
1948	4WD (4T)		12347	33304	20957(14)
	2WD (2T)		12643	21859	9216(14)
1949	4WD (4T)		33305	44062	10757(14)
	2WD (2T)		21860	26815	4955(14)
1950	4WD (4T)		44063	47709	3646(14)
	2WD (2T)		26816	27787	971(14)
	473 4WD		10001	19338	9338
	473 HT	10001	14679	4679	
1951	473 4WD PU	451 EC1	10001	26029	16029
	473 4WD CAB	451 EB1	10001	11894	1894
	473 4WD STK	451 ED1	10001	10420	420
	473 HT PU	451 DC1		10001	11070(1)
	473 HT CAB	451 DB1		10001	(1) 1070
1952	473 HT STK	451 DD1		10001	(1)
	473 4WD PU	452 EC1	10001	23183	13183
	473 4WD CAB	452 EB1	10001	11085	1085
	473 4WD STK	452 ED1	10001	10358	358
	473 4WD C/WS	452 EE1	10001	10056	56
1953	473 4WD FFC	452 EF1	10001	11473	1473
	475 4WD PU	453 EC2	10001	24128	14128
	475 4WD CAB	453 EB2	10001	11522	1522
	475 4WD STK	453 ED2	10001	16694	694
	475 4WD C/WS	453 EE2	10001	10008	8

	475 4WD FFC	453 EF2 10001	10146	146		
1954	475 4WD PU	454 EC210001	13594	3594		
	475 4WD CAB	454 EB210001	10681	681		
	475 4WD STK	454 ED210001	10185	185		
	475 4WD FFC	454 EF2 10001	10013	13		
	475 4WD C/WS	454 EE210001	10004	4		
	6-226 4WD PU	654 EC210001	14927	4927		
	6-226 4WD CAB	654 EB210001	10439	439		
	6-226 4WD STK	654 ED210001	10336	336		
	6-226 4WD C/WS	654 EE210001	10005	5		
1955	475 4WD PU	55248 10001	10922	922		
	475 4WD CAB	55148 10001	10058	558		
	475 4WD STK	55348 10001	10026	26		
	475 4WD C/WS	55548 10001	10007	7		
	6-226 4WD PU	55268 5001	22168	168(8)		
	6-226 4WD CAB	55168 5001	11391	6391		
	6-226 4WD STK	55368 5001	10691	5691		
	6-226 4WD C/WS	55568 10001	10050	50		
	6-226 4WD ST CH	55668 10001	10001	1		
	6-226 4WD Fire Eng.	55068-05	10001	10001	1	
	6-226 4WD Amb	55068-03	10001	10011	11	
	6-226 4WD CPC	55068-06	10001	10030	30	
1956	475 4WD PU	55248 10923	11532	609		
	475 4WD CAB	55148 10559	10931	372		
	475 4WD STK	55348 10027	10059	33		
	475 4WD C/WS	55548 10008	10613	606		
	475 4WD FFC	55448 10001	10002	2		
	475 4WD AMB	55048-03	10095	10104	10	
	475 4WD CPC	55048-06	10012	10073	62	
	475 2WD PU	55237 10001	10004	4		
	6-226 4WD PU	55268 22169	33446	11277		
	6-226 4WD CAB	55168 11392	14458	3066		
	6-226 4WD STK	55368 10692	11260	568		
	6-226 4WD C/WS	55568 10051	10065	15		
	6-226 4WD ST CH	55668 10002	10002	1		
	6-226 4WD Fire Eng	55068-05	10002	--	0	
	6-226 4WD AMB	55068-03	10012	10040	29	
1957	475 4WD PU	55248 11533	12203	731		
	475 4WD CAB	55148 10932	11087	156		
	475 4WD STK	55348 10060	10090	31		
	475 4WD C/WS	55548 10614	11118	505		
	475 4WD FFC	55448 10003	10003	1		
	475 4WD AMB	55048-03	10105	10132	28	
	475 4WD CPC	55048-06	10074	10088	15	
	6-226 4WD PU	55268 33447	40154	6708		
	6-226 4WD CAB	55168 14459	15476	1018		
	6-226 4WD STK	55368 11261	11648	388		
	6-226 4WD C/WS	55568 10066	10078	13		
	6-226 4WD FFC	55468 10050	10098	49(10)		
	6-226 4WD Fire Eng	55068-05	10002	10006	5(10)	
	6-226 4WD AMB	55068-03	10041	10062	22(10)	
	6-226 4WD CPC	55068-06	10188	10290	103(10)	
1958	475 4WD PU	55248 12204	12691	488(6)		
	475 4WD CAB	55148 11088	11272	185(6)		
	475 4WD STK	55348 10191	10197	7(6)		
	475 4WD C/WS	55548 11119	11226	108(6)		

	475 4WD FFC	55448	10003	10004	2(6)			
	475 4WD AMB	55048-03		10133	10143	11		
	475 4WD CPC	55048-06		10089	10103	14		
	6-226 4WD PU	55268	40155	45814	5660(6)			
	6-226 4WD CAB	55168	15477	16969	1493(6)			
	6-226 4WD STK	55368	11649	11996	348(6)			
	6-226 4WD C/WS		55568	10079	10084	6(6)		
	6-226 4WD FFC	55468	10099	10120	22			
	6-226 4WD Fire Eng		55068-05		10007	10016	10	
	6-226 4WD AMB		55068-03		10063	10092	30(22)	
	6-226 4WD CPC	55068-06		10291	10329	39		
	6-226 4WD AVA	55068-09		10001	10001	1		
	6-226 4WD Fire Eng		55068-11		10001	10022	22	
1959	475 4WD PU	55248	12692	12924	233(6)			
	475 4WD CAB	55148	11273	11478	206(6)			
	475 4WD STK	55348	10198	10201	4(6)			
	475 4WD C/WS	55548	11227	11886	659(6)(14)			
	475 4WD FFC	55448	10004	10004	1(6)			
	475 4WD AMB	55048-03		10144	10145	2(6)		
	475 4WD CPC	55048-06		10104	10114	10(6)(14)		
	6-226 4WD PU	55268	45815	53286	7472(6)			
	6-226 4WD CAB	55168	16970	19577	2608(6)			
	6-226 4WD STK	55368	11997	12506	510(6)			
	6-226 4WD C/WS		55568	10085	10090	6(6)		
	6-226 4WD FFC	55668	10121	10143	23			
	6-226 4WD Fire Eng		55068-05		10017	10019	3	
	6-226 4WD AMB		55068-03		10093	10098	6	
	6-226 4WD CPC	55068-06		10330	10389	60		
	6-226 4WD AVA	55068-09		10002	10002	0(14)		
	6-226 4WD Fire Eng		55068-11		10023	10024	2	
1960	475 4WD PU	55248	12925	13455	531			
	475 4WD CAB	55148	11479	11602	124			
	475 4WD STK	55348	10202	10302	100(14)			
	475 4WD C/WS	55548	11887	13337	1451			
	475 4WD AMB	55048-03		10146	10149	4		
	475 4WD CPC	55048-06		10115	10121	7		
	6-226 4WD PU	55268	53287	60913	7627			
	6-226 4WD CAB	55168	19578	23199	3622			
	6-226 4WD STK	55368	12507	13110	604			
	6-226 4WD C/WS		55568	10091	10103	12(14)		
	6-226 4WD FFC	55468	10144	10156	13			
	6-226 4WD Fire Eng		55068-05		10020	10102	83	
	6-226 4WD AMB		55068-03		10099	10209	111	
	6-226 4WD CPC	55068-06		10390	10524	135		
1961	475 4WD PU	55248	13456	13771	316(21)			
	475 4WD CAB	55148	11603	11661	59(21)			
	475 4WD STK	55348	10303	10306	4(21)			
	475 4WD C/WS	55548	13338	13360	23(21)			
	475 4WD CPC	55048-06		10122	10472	351(21)		
	6-226 4WD PU	55268	60914	68660	7747(19)(21)			
	6-226 4WD CAB	55168	23200	25111	1912(19)(21)			
	6-226 4WD STK	55368	13111	13522	412(21)			
	6-226 4WD C/WS		55568	10104	10114	11(21)		
	6-226 4WD ST CH		55668	10002	10105	104(21)		
	6-226 4WD FFC	55468	10157	10211	55(21)			
	6-226 4WD AMB		55068-03		10210	10219	10(21)	

6-226 4WD CPC 55068-06	10525	10559	35(21)
6-226 4WD Dual 55168-16	10001	10038	38(21)

1962  
1963  
1964  
1965  
Serial Number Locations

Serial numbers are located on the left frame rail on the outside near the front. An additional ID plate is located on the left of the drivers seat floor riser.

The engine number was located at the top front of the engine block on the water pump boss.

## Willys Wagon

The Station and Delivery Wagons were produced from 1946 through 1965.

### Variations

Model            Basic Variations

Jeep Station Wagon

2-Wheel Drive None

Jeep 4x4 Utility Wagon Utility Wagon, Cowl and Windshield,  
and Flat Faced Cowl

Jeep Panel Delivery

2-Wheel Drive - 4-Wheel Drive Panel Delivery 2wd, Flat Faced Cowl,  
Cowl and Windshield, and Traveler

### Specifications

Wheelbase    104"

Length        174"

Width 68" (SD) 72" (SW)

Height        72"

Front Tread   57"

Rear Tread    57"

Gross Weight 4500 lbs (ex 4x2 SW 4300 lbs.)

Year Model    Curb Weight

1949 4x2 SW 2898 lbs.

1963 6-230 4x4 UW 3345 lbs

1963 6-230 4x4 UD 3147 lbs

1963 F4-134 4x4 UW 3228 lbs

1963 F4-134 4x4 UD 3030 lbs

1963 6-230 4x2 UW 3106 lbs

1963 6-230 4x2 UD 2998 lbs

1963 F4-134 4x2 UW 2993 lbs

1963 F4-134 4x2 UD 2881 lbs

### Historical Notes & Items of Interest

Willys do Brasil was producing 2wd and 4wd Station Wagons called the Rural in 1960. The Rural had a different front fenders, hood, grille, and taillights. Brooks Stevens contributed to their unique front end appearance.

Drive Train

Engine

Transmission

Transfer Case

Front Axle

## Rear Axle

## Production Information

YEAR	BODY	MODEL	START	END	UNITS
1946	463	10001	16534	6534	
1947	463	16535	44050	27515	(14)
1948	463 (Inc VJ2)		44051	84825	40774(14)
	663	10001	13607	3607	
1949	463 (Inc VJ2)		84826	107895	23069(14)
	4x463 SW		10001	14472	4472
	663	13608	23614	10006	(14)
1950	4x463 SW		14473	17559	3086(14)
	463	107896	112402	4506	(14)
	4x473 SW-SD		10001	12450	2450
	473 SW-SD		10001	29616	19616
	663	23615	25937	2322	(14)
	673 SW	10001	17931	7931	
1951	4x473 SW	451 FA1	10001	21854	11854
	473 SW 451 AA1		10001	25906	15906
	473 SD 451 CA1		10001	10003	3
	2x473 SW	451 HA1		10001	10630 630
	2x473 SD	451 JA1	10001	10135	135
	673 SW 651 AA1		10001	18470	8470
1952	4x475 SW&SD	452 FA2	10001	15683	5683
	475 SW 452 AA2		10001	14277	4277
	2x475 SW	452 HA2		10001	10018 18
	473 SD 452 CA1		10001	12091	2091
	685 SW 652 AA2		10001	13709	3709
1953	4x475 SW	453 FA2	10001	20631	10631
	4x475 SD	453 RA2		10001	10992 992
	475 SW 453 AA2		10001	14747	4747
	475 SD 453 CA2		10001	12347	2347
	2x475 SD	453 JA2	10001	10094	94
	685 SW 653 AA2		10001	17533	7533
1954	4x475 SW	454 FA2	10001	13528	3528
	4x475 SD	454 RA2		10001	10288 288
	475 SW 454 AA2		10001	10188	188
	475 SD 454 CA2		10001	10148	148
	2x475 SD (Post Off.)	454 JA3	10001	10100	100
	6-226 4x4 SW	654 FA2	10001	12645	2645
	6-226 4x4 SD	454 RA2		10001	10219 219
	685 SW 654 AA2(7)		10001	10945	945
	685 SD 654 CA2		10001	10308	308
1955	475 4x4 SW	54148	10001	11275	1275
	475 4x4 SD	54248	10001	10174	174
	475 4x4 C/WS	54548	10001	10006	6
	475 SW 54747	5001	10098	98	(8)
	475 SD 54847	5001	10098	98	(8)
	475 2x4 SW	54147	10001	10070	70
	475 2x4 SD	54247	10001	10084	84
	6-226 4x4 SW	54168	5001	18095	13095
	6-226 4x4 SD	54268	5001	10890	5890
	6-226 4x4 ST CH	54668	10001	10002	2
	6-226 4x4 FFC	54468	10001	10003	3
	6-226 4x4 C/WS	54568	10001	10001	1
	6-226 4x4 AMB	54068-03		10001	10005 5
	6-226 2x4 SW	54167	10001	10845	845



	6-226 2x4 SD	54267	10001	10226	226	
	6-226 2x4 ST CH54667	10001	10001	10001	1	
	6-226 2x4 AMB 54067-03		10001	10001	1	
	6-226 2x4 AMB 54067-04		10001	10001	1	
	685 2x4 SW	54127	10001	10108	108	
	685 2x4 SD	54227	10001	10096	96	
	685 SW 54727	5001	11093	6093		
	685 SD 54827	5001	10309	5309		
1956	475 4x4 SW	54148	11276	12940	1664	
	475 4x4 SD	54248	10175	10397	222	
	475 4x4 FFC	54448	10001	10001	1	
	475 4x4 C/WS	54548	10007	---	0	
	475 4x4 AMB 54048-03		10001	10028	28	
	475 2x4 SW	54147	10071	10395	324	
	475 2x4 SD	54247	10085	10576	491	
	475 2x4 ST CH	54647	10001	10001	1	
	475 2x4 AMB	54047	10001	10004	4	
	6-226 4x4 SW	54168	18096	25335	7239	
	6-226 4x4 SD	54268	10891	11650	757	
	6-226 4x4 ST CH54668	10003	---	---	0	
	6-226 4x4 FFC	54468	10004	---	0	
	6-226 4x4 C/WS	54568	10002	---	0	
	6-226 4x4 AMB 54068-03		10006	10013	8	
	6-226 4x4 AMB 54068-04		10001	10003	3	
	6-226 4x4 RT	54068-07	10001	10002	2	
	6-226 2x4 SW	54167	10846	12190	1344	
	6-226 2x4 SD	54267	10227	10600	373	
	6-226 2x4 AMB 54067-03		10002	10002	1	
	6-226 2x4 AMB 54067-04		10002	10002	1	
1957	475 4x4 SW	54148	12941	14250	1310	
	475 4x4 SD	54248	10398	10679	282	
	475 4x4 FFC	54448	10002	10004	3	
	475 4x4 AMB 54048-03		10029	10061	32	
	475 2x4 SW	54147	10396	10930	535(5)	
	475 2x4 SD	54247	10577	11006	430(5)	
	475 2x4 ST CH	54647	10002	10003	2(5)	
	475 2x4 AMB 54047-03		10001	10007	7(5)	
	6-226 4x4 SW	54168	25336	32699	7364	
	6-226 4x4 SD	54268	11651	12230	580(12)	
	6-226 4x4 FFC	54468	10004	10004	1	
	6-226 4x4 AMB 54068-03		10014	10034	21	
	6-226 4x4 RT	54068-07	10003	10009	7	
	6-226 2x4 SW	54167	12191	14667	2477	
	6-226 2x4 SD	54267	10601	10838	238	
	6-226 2x4 AMB 54067-03		10003	10006	4	
1958	475 4x4 SW	54148	14251	14743	493	
	475 4x4 SD	54248	10680	10939	259(14)	
	475 4x4 AMB 54048-03		10062	10070	8(14)	
	475 2x4 SW	54147	10931	11200	69(14)	
	475 2x4 SD	54247	11007	11425	418(14)	
	475 2x4 ST CH	54647	10104	10163	60	
	475 2x4 AMB 54047-03		10008	10008	1	
	6-226 4x4 SW	54168	32700	39196	6497	
	6-226 4x4 SD	54268	12231	12766	536	
	6-226 4x4 AMB 54068-03		10035	10051	16(14)	
	6-226 4x4 RT	54068-07	10010	10012	2(14)	

	6-226 2x4 SW	54167	14668	15252	585		
	6-226 2x4 SD	54267	10839	11038	200		
	6-226 2x4 AMB	54067-03		10007	10010	4	
1959	475 4x4 SW	54148	14744	16095	1352		
	475 4x4 SD	54248	10940	11079	140		
	475 4x4 AMB	54048-03		10071	10133	63	
	475 2x4 SW	54147	11201	11441	241		
	475 2x4 SD	54247	11426	11861	436		
	475 2x4 ST CH	54647	10164	10266	103		
	475 2x4 AMB	54047-03		10008	10009	2	
	6-226 4x4 SW	54168	39197	47362	8165(14)		
	6-226 4x4 SD	54268	12767	13316	550		
	6-226 4x4 FFC	54468	10004	10004	1		
	6-226 4x4 AMB	54068-03		10052	10096	45	
	6-226 4x4 RT	54068-07		10013	10014	2	
	6-226 4x4 AVA	54068-09		10021	10060	40	
	6-226 2x4 SW	54167	15253	15602	350		
	6-226 2x4 SD	54267	11039	11276	238		
	6-226 2x4 AMB	54067-03		10010	10041	32	
	6-226 2x4 FFC	54467	10001	10001	1		
1960	475 4x4 SW	54148	16096	17270	1175		
	475 4x4 SD	54248	11080	11206	127		
	475 4x4 AMB	54048-03		10134	10226	93	
	475 2x4 SW	54147	11441	11496	56		
	475 2x4 SD	54247	11861	12344	484		
	475 2x4 ST CH	54647	10266	10355	90		
	475 2x4 FFC	54447	10001	10202	202		
	6-226 4x4 SW	54168	47363	56330	8968		
	6-226 4x4 SD	54268	13317	14562	1246		
	6-226 4x4 AMB	54068-03		10097	10204	108	
	6-226 4x4 AMB	54068-04		10004	10004	1	
	6-226 4x4 AVA	54068-09		10061	10111	51	
	6-226 4x4 Traveler	54268-14		10001	10112	112	
	6-226 2x4 SW	54167	15602	15681	80		
	6-226 2x4 SD	54267	11276	11693	418		
	6-226 2x4 C/WS	54567	10001	10073	73		
	6-226 2x4 Traveler	54267-14		10001	10102	102	
1961	475 4x4 SW	54148	17271	18110	840(21)		
	475 4x4 SD	54248	11207	11762	556(21)		
	475 4x4 AMB	54048-03		10227	15281	55(21)	
	474 4x4 Traveler	54348	10001	10005	5(21)		
	475 2x4 SD	54247	12345	12557	213(21)		
	475 2x4 FFC	54447	10202	10202	1(21)		
	6-226 4x4 SW	54168	56331	64238	7908(21)		
	6-226 4x4 SD	54268	14562	15310	749(21)		
	6-226 4x4 ST CH	54668	10101	10101	1(21)		
	6-226 4x4 C/WS	54568	10101	10190	90(21)		
	6-226 4x4 AMB	54068-03		10205	10327	123(21)	
	6-226 4x4 AVA	54068-09		10112	10167	56(21)	
	6-226 4x4 Traveler	54368	10001	10014	14(21)		
	6-226 2x4 SD	54267	11694	19144	251(21)		
	6-226 2x4 AMB	54067-03		10042	10116	75(21)	
	6-226 2x4 C/WS	54567	10074	10124	51(21)		
	6-226 2x4 Traveler	54367	10001	10004	4(21)		
1962							
1963							

1964

1965

**Special Wagons**

1958	475 2x4 Maverick	58147	10001	10100	100
1959	475 2x4 Maverick	58147	10101	12654	2553(14)
	475 2x4 El Goucho	58547	10001	10003	3(14)
	6-226 2x4 Maverick	58167	10001	10130	130
1960	475 2x4 SW Face Lift(18)	58147	12655	15220	2566
	6-226 2x4 SW Face Lift(18)	58167	10130	11097	968
1961	475 2x4 Maverick	58147	15221	16422	1202(19)(21)
	6-226 2x4 Maverick	58167	11098	11473	376(21)

Later Production Information

1962

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1965 6-230 4x4 Station Wagon (Utility Wagon)

6-230 4x2 Sedan Delivery (Utility Delivery)

6-230 4x4 Sedan Delivery (Utility Delivery)

6-230 4x4 Flat Face Cowl

6-230 4x4 Cowl and Windshield

6-230 4x4 Stripped Chassis

6-230 4x2 Station Wagon (Utility Wagon) 54178-10001 and up

54277-10001 and up

54278-10001 and up

54478-10001 and up

54578-10001 and up

54678-10001 and up

58177-10001 and up

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\* The VJ-2 is included in this serial number range.

\*\* Serial numbers consecutive with 1955 production.

\*\*\* Production data not available.

Serial Number Locations

Serial numbers are located on the identification plate located near the bottom rear of the left hand door frame.

**Engine Serial numbers**

F-134 - Located on top of water pump boss at upper front end of cylinder block.

L-226 - Located near left front corner of cylinder block above generator.

Tornado 230 - Located near lower front right corner of cylinder block.

**Jeep Engine: Go Devil 134**

The power and torque of the L-Head engine is arguably the main reason Willys won the contract with the DOD to produce the MB used in WWII. It doesn't seem like much by today's standards, but it outperformed the engines used in the Ford and Bantam prototypes. The MB used a different carburetor from the civilian models and currently I do not have the precise specs on it, but it is right in this same range.

The L-Head is known as the L-Head because the valves for the exhaust and intake are in the block. Most engines used in automobiles today have valves in the head. This design gave it the advantage of having a relatively low profile. Part of the DOD specifications required the vehicle to be able to drive under an object that was about 3 feet high.

The L-Head engines uses a cast iron block and cylinder head with 3 main bearings and mechanical lifters. The "Go Devil" engine earned its fame in the MB use in WWII. The L-Head continued to be used in the post War CJ-2A, Willys Wagon, Willys Pickup, CJ-3A, M38, and DJ-3A. The specifications are slightly different presumably due to carburetor and compression differences between the engines. The L-Head used in '45-'50 CJ-2As and '49-'50 CJ-3As is rated the same.

L-Head 134 4 Cylinder  
Bore x Stroke 3.125" x 4.375"  
Displacement 134.2 ci(2.2L)  
Compression Ratio 6.48:1  
Horsepower (gross) 60@4000rpm  
Torque (gross) 105@2000  
Main Bearings 3  
Valve Configuration L-head  
Fuel Carter WO-596S 1bbl downdraft

The L-Head used in 1947 until mid 1950 Willys Pickups and Willys Wagons has a slightly higher torque rating. It uses a different carburetor and has different compression.

L-Head 134 4 Cylinder  
Bore x Stroke 3.125" x 4.375"  
Displacement 134.2 ci(2.2L)  
Compression Ratio 6.47:1  
Horsepower (gross) 60@4000rpm  
Torque (gross) 106@2000  
Main Bearings 3  
Valve Configuration L-head  
Fuel Carter 626 1bbl

A high altitude version of the L-Head was optional with the Willys Pickup and Willys Wagon.

L-Head 134 4 Cylinder  
Bore x Stroke 3.125" x 4.375"  
Displacement 134.2 ci(2.2L)  
Compression Ratio 7.0:1  
Horsepower (gross) 60@4000rpm  
Torque (gross) 106@2000  
Main Bearings 3  
Valve Configuration L-head  
Fuel Carter 626 1bbl

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## Jeep Engine: Hurricane F-Head 134 I4

The F-Head 134 inline 4 was the standard engine in the CJ-5 and CJ-6 from their introduction until 1971. The F-Head was the only engine ever used in the CJ-3B. The engine also saw action in starting in the middle of 1950 in Willys Wagons and Willys Pickups. It was also used in FC trucks.

The F-Head 134 uses a cast iron block and head with mechanical lifters and 3 main bearings. Two versions of the F-Head were available most years, the output specifications are the same for both, the compression is different. The intake valves are in the head, but the exhaust valves are in the block. The valve configuration makes the F-Head engine taller than the L-Head because the L-Head has the intake and exhaust valves in the block.

New engine compartments had to be designed to make room for the taller engine. The CJ-5 and CJ-3B were designed with this engine in mind. It is fairly common to see a F-Head engine swapped into a CJ-2A or CJ-3A. Normally a section of the hood is cut out to make room for the carburetor.

There is a lot of confusion about the name of the F-Head engine. The F represents the valve configuration where one set of valves is in the head and one is in the block. The "F" in F-Head does not stand for "Flat" nor does it stand for "Ford". Other makes of vehicles used flat head engines and some people think the F-Head stands for flat head. Another source of confusion is Ford built some of their WWII GPWs with bolts with an "F" on the head so the parts could be distinguished from the Willys MB. They used F head bolts to build the GPW, but this is not related to the F-Head engine.

The main difference between different versions of the F-Head engine is the compression. The early F-Heads used between '50-'60 in Willys Wagons, Willys Pickups, CJ-5s, CJ-3B, etc had a low compression F-Head standard. The Willys Pickup only used this engine from '50-'56 and in '59.

Hurricane F-Head 134 I4  
Bore x Stroke 3.125" x 4.375"  
Displacement 134.2 (2.199L)  
Compression Ratio 6.9:1  
Horsepower (gross) 72@4000rpm  
Torque (gross) 114@2000  
Main Bearings 3  
Valve Configuration F-head  
Fuel 1-bbl Carter

The "High Altitude" option was the same engine with a higher compression ratio.

Hurricane F-Head 134 I4  
Bore x Stroke 3.125" x 4.375"  
Displacement 134.2 (2.199L)  
Compression Ratio 7.4:1  
Horsepower (gross) 72@4000rpm  
Torque (gross) 114@2000  
Main Bearings 3  
Valve Configuration F-head  
Fuel 1-bbl Carter

Between 1961 and 1970, the high compression version became standard and the low compression version was optional. A slight horse power gain was realized. The Willys Pickup used the 7.4:1 compression engine as standard and a 7.8:1 compression engine as optional from '60-'62.

Hurricane F-Head 134 I4  
Bore x Stroke 3.125" x 4.375"  
Displacement 134.2 (2.199L)  
Compression Ratio 7.4:1  
Horsepower (gross) 75@4000rpm  
Torque (gross) 114@2000  
Main Bearings 3  
Valve Configuration F-head  
Fuel 1-bbl downdraft

The optional low compression F-Head used from '61 until '70.

Hurricane F-Head 134 I4  
Bore x Stroke 3.125" x 4.375"  
Displacement 134.2 (2.199L)  
Compression Ratio 6.9:1

Horsepower (gross) 75@4000rpm  
Torque (gross) 114@2000  
Main Bearings 3  
Valve Configuration F-head  
Fuel 1-bbl downdraft

In 1971, a low compression version was the only one available in the 49 state version. A California version was high compression.

Hurricane F-Head 134 I4  
Bore x Stroke 3.125" x 4.375"  
Displacement 134.2 (2.199L)  
Compression Ratio 6.7:1  
Horsepower (gross) 75@4000rpm  
Torque (gross) 114@2000  
Main Bearings 3  
Valve Configuration F-head  
Fuel 1-bbl downdraft

The California high compression F-Head available in 1971.

Hurricane F-Head 134 I4  
Bore x Stroke 3.125" x 4.375"  
Displacement 134.2 (2.199L)  
Compression Ratio 7.4:1  
Horsepower (gross) 75@4000rpm  
Torque (gross) 114@2000  
Main Bearings 3  
Valve Configuration F-head  
Fuel 1-bbl downdraft  
Contributors

Photos courtesy Dan Bever and Derek Redmond.

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## **Jeep Engine: Super Hurricane L-Head 226 I6**

The "Super Hurricane" 226 L-Head engine has a cast iron block and cylinder head with 4 main bearings and solid lifters. The exhaust and intake valves are in the block, not in the cylinder head. The engine was used in earlier Willys cars, but was first introduced in 1950 in Willys trucks. The Willys Pickup and Willys Wagon used the 226 from '54 until '63. There was an option 7.3:1 high altitude version available during these years.

The 226 used between 1954-1958 has a slightly higher horse power rating than the later 226.

Super Hurricane L-Head 226 I6  
Bore x Stroke 3.94" x 4.375"  
Displacement 226.2 Cubic Inches  
Compression Ratio 6.861:1  
Horsepower (gross) 115@3800rpm  
Torque (gross) 190@1800  
Main Bearings 4  
Valve Configuration L-head  
Fuel 1-bbl Carter

The 226 used from 1959-1962 has a slightly lower horsepower rating, but the torque peak comes at a lower RPM.

Super Hurricane L-Head 226 I6  
Bore x Stroke 3.94" x 4.375"  
Displacement 226.2 Cubic Inches  
Compression Ratio 6.861:1  
Horsepower (gross) 105@3600rpm  
Torque (gross) 190@1400  
Main Bearings 4  
Valve Configuration L-head  
Fuel 1-bbl Carter

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### **Jeep Engine: Perkins 192**

The British made Perkins 192 diesel I4 was optional in the CJ-5 and CJ-6 from 1961 until 1965. It uses a cast iron block and cylinder head with mechanical lifters and 3 main bearings.

Perkins 192 4 Cylinder  
Bore x Stroke 3.50" x 5.00"  
Displacement 192.2 ci(3.15L)  
Compression Ratio 16.5:1  
Horsepower (gross) 62@3000rpm  
Torque (gross) 143@1350  
Main Bearings 3  
Valve Configuration OHV  
Fuel diesel

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### **Jeep Engine: Tornado 230 I6**

The "Tornado" 230 I6 uses a cast iron block and cylinder head with over head valves. The 230 was a bit ahead of its time because it used an overhead cam. The engine gets a bad reputation because of it's complexity compared to other engines at the time. The 230 is the only Kaiser engine to be used in a Jeep in all the years they owned Jeep.

The Tornado was used in Willys Pickups, Willys Wagons, J-series pickups, Wagoneers, M715s, and M725s.

The 230 was used in Jeep pickups (Gladiator) from 1963 until 1964. It was also used in Willys Pickups and Willys Wagons from '63 until '65.

Tornado 230 I6  
Bore x Stroke 3.34" x 4.38"  
Displacement 230 (3.76L)  
Compression Ratio 8.5:1  
Horsepower (net) 140@4000rpm  
Torque (net) 210@1750  
Main Bearings 4  
Valve Configuration SOHC  
Fuel 1bbl or 2bbl

A low compression version of the 230 was available in Willys Pickups, Willys Wagons, and full size pickups in 1964. It was also available in Willys Pickups and Willys Wagons in 1965.

Tornado 230 I6  
Bore x Stroke 3.34" x 4.38"  
Displacement 230 (3.76L)  
Compression Ratio 7.5:1  
Horsepower (net) 133@4000rpm  
Torque (net) 199@2400  
Main Bearings 4  
Valve Configuration SOHC  
Fuel 1bbl or 2bbl

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**The "Dauntless" 225 V6** engine was introduced in 1966 in the CJ and C101 models. The V6 configuration of the engine makes it very compact which is a big plus in tight Jeep engine compartments. Kaiser purchased the tooling to build the 225 from Buick and later, AMC sold the tooling back to Buick.

A descendent of this engine, the 231 (3.8L) V6, is used in GM cars to this day. The modernized and common 231 is a good candidate for replacing a blown 225. There are differences in the balancing of the engine though, so it can be tricky. The 225 is externally balanced and the 231 is internally balanced. This means you cannot just throw your 225 fly wheel on a 231, the 231 must be balanced.

The flywheel itself used with the 225 is not typical. The flywheels used in the Jeep vehicles are very thick and heavy to increase torque. The flywheels used in Buick cars are much lighter.

Since the 225 is a Buick engine, it uses the standard Buick bell housing. The standard Buick bell housing will bolt to a SM420, so this is probably the best transmission swap option for Jeeps equipped with this engine. The T-14 and T-86 3 speed transmissions used behind this engine are not known for their strength.

The Buick 225 uses a cast iron block and cylinder heads with mechanical lifters and 3 main bearings.

Dauntless Buick 225 V6  
Bore x Stroke 3.75" x 3.40"  
Displacement 225 (3.68L)  
Compression Ratio 9.0:1  
Horsepower (net) 160@4200  
Torque (net) 235@2400  
Main Bearings 3  
Valve Configuration OHV  
Fuel 2bbl

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### **Jeep Engine: AMC 232 I6**

The AMC 232 inline 6 uses a cast iron block and cylinder head with hydraulic lifters and 7 main bearings. It was the standard engine in CJs from '72-'78 and in '65-'70 J-series pickups and Wagoneers. It is hard to tell it from a 258 by looking at it.

The AMC 232 was the standard engine in '72-'78 CJs.

AMC 232 I6  
Bore x Stroke 3.75" x 3.50"  
Displacement 232 (3.8L)  
Compression Ratio 8.0:1  
Horsepower (net) 100@3600  
Torque (net) 185@1800  
Main Bearings 7  
Valve Configuration OHV



Fuel 1bbl

The AMC 232 was the standard engine in '65-'70 J-series pickups and Wagoneers.

AMC 232 I6

Bore x Stroke 3.75" x 3.50"

Displacement 232 (3.8L)

Compression Ratio 8.5:1

Horsepower (gross) 145@4300

Torque (gross) 215@1600

Main Bearings 7

Valve Configuration OHV

Fuel 1bbl Carter or Holley

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## Jeep Engine: AMC 258 I6

The AMC 258 was introduced in 1971 in J-series pickups and Wagoneers and in 1972 in CJs. It continued to be used through 1990 in the Wrangler. It is basically a stroked 232 engine. The great thing about this engine is it reliable, inexpensive, and has horse power and torque peaks at low RPM.

The 258 inline 6 (I6) engine always came from the factory carbureted and many people complain about the Carter BBD carburetor and the maze of emissions vacuum hoses. There are a couple articles below that can help you sort through those hoses and tune the Carter BBD. For a carbureted engine, the 258 with the Carter BBD performs very well off road. The 258 always came with a cast iron block and cylinder head, hydraulic lifters (with non-adjustable rockers), and 7 main bearings.

The 258 used in '87-'90 Wrangler YJs uses a computer controlled Carter BBD. It is very similar to the 258 used in '82-'86 CJs, but performance suffers due to emission controls.

AMC 258 I6

Bore x Stroke 3.75" x 3.90"

Displacement 258 (4.2L)

Compression Ratio 9.2:1

Horsepower (net) 112@3200

Torque (net) 210@2000

Main Bearings 7

Valve Configuration OHV

Fuel 2bbl Carter BBD

The 258 used in '82-'86 CJs used a computer controlled Carter BBD. The computer controls mixture based on an O2 sensor and other sensors.

AMC 258 I6

Bore x Stroke 3.75" x 3.90"

Displacement 258 (4.2L)

Compression Ratio 9.2:1

Horsepower (net) 115@3200

Torque (net) 210@1800

Main Bearings 7

Valve Configuration OHV

Fuel 2bbl Carter BBD

The 258 used in '79-'81 CJs, some used a 1bbl carb and some used a 2bbl carb.

AMC 258 I6  
Bore x Stroke 3.75" x 3.90"  
Displacement 258 (4.2L)  
Compression Ratio 8.3:1  
Horsepower (net) 110@3500  
Torque (net) 195@2000  
Main Bearings 7  
Valve Configuration OHV  
Fuel 1bbl and 2bbl

The 258 used in '72-'78 CJs, J-series pickups, and Wagoneers, some used a 1bbl carb and lower compression than later 258s.

AMC 258 I6  
Bore x Stroke 3.75" x 3.90"  
Displacement 258 (4.2L)  
Compression Ratio 8.0:1  
Horsepower (net) 110@3500  
Torque (net) 195@2000  
Main Bearings 7  
Valve Configuration OHV  
Fuel 1bbl

The 258 was introduced in 1971 as the standard engine in J-series pickups and Wagoneers.

AMC 258 I6  
Bore x Stroke 3.75" x 3.90"  
Displacement 258 (4.2L)  
Compression Ratio 8.5:1  
Horsepower (gross) 150@3800  
Torque (gross) 240@1800  
Main Bearings 7  
Valve Configuration OHV  
Fuel 1bbl Carter or Holley  
Other Information

Learning to Love Your 258: An easy fix for the most common idle problems with the 258(4.2L) engine used in Wranglers(YJ) and CJs.

Computer By-Pass: John Nutter's alternative ignition modification for the 4.2L engine.  
Contributors

Some photos courtesy Rick Boiros.

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