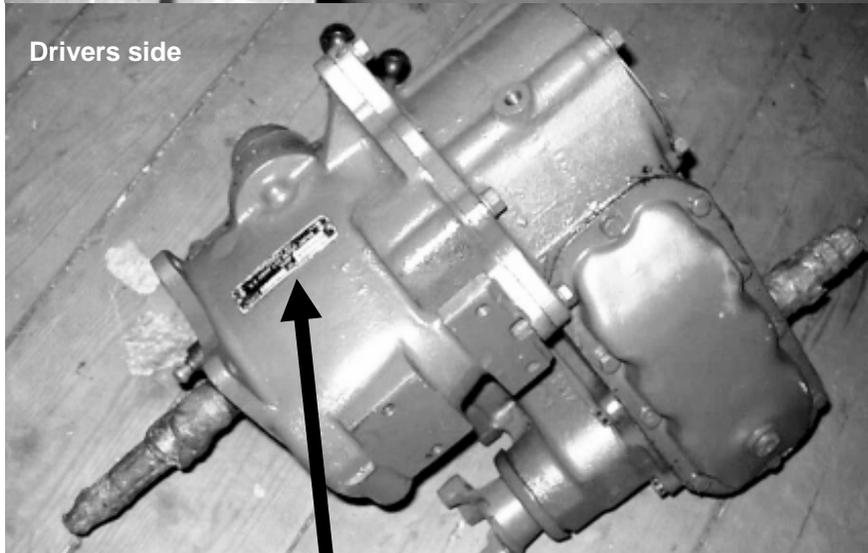


# TRANSMISSION VARIATIONS

## "EARLY" STANDARDIZED WW2 JEEP T-84J TRANSMISSION



An "early" standardized WW2 jeep T84J transmission had the drain and fill plugs on the passenger side. This required removing the skid plate in order to fully service the transmission. Not hard but not a fun exercise.



The so called early transmission was the norm until 1944. According to Lawrence Nabholz in his, **The Military Jeep**, this transmission was replaced with the "H" style or higher capacity transmission in November 1944.<sup>5</sup> This correlates with the article that was printed in the December 1944 issue of **Army Motors**, see page 16.



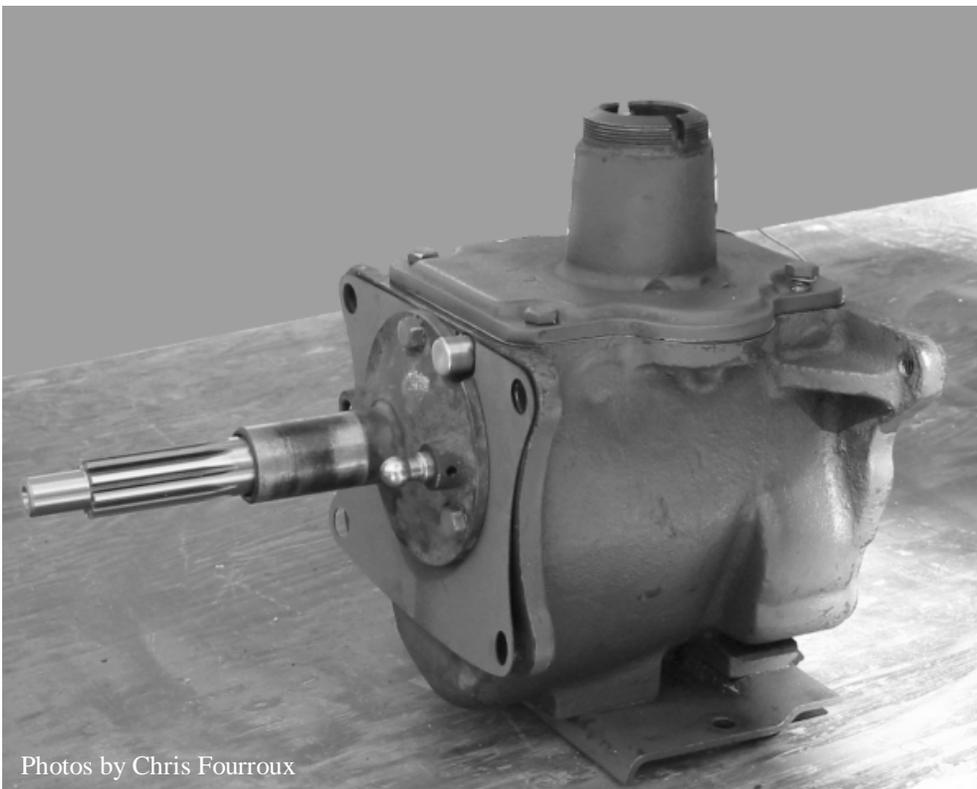
This transmission was rebuilt by the US Army Logistics Depot, Japan and was in NOS condition, note the waxed paper coverings on the shafts.

Photos by Arend "Eagle" Dubois



Another example of the “early” MB case. Note the plugs on the passenger side of the case. On the upper “lip” of the transmission case you should be able to find a date code. The code “C 10 42” was on Chris Fourroux’s transmission case (here it was computer enhanced to make it more visible in the print). This is decoded as March 10, 1942 as I understand it.

Chris has rebuilt his transmission and I look forward to hear how his jeep drives...and how quiet it is.



Photos by Chris Fourroux

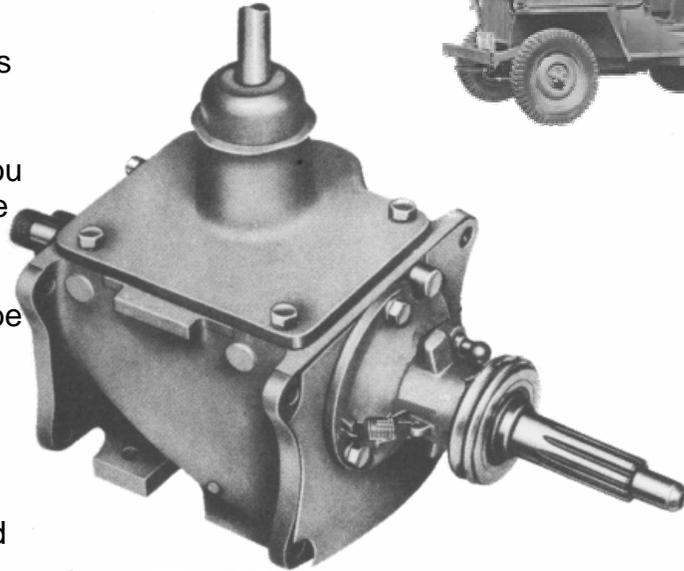
# TRANSMISSION VARIATIONS

## "MID" STANDARDIZED WW2 JEEP T-84J TRANSMISSION

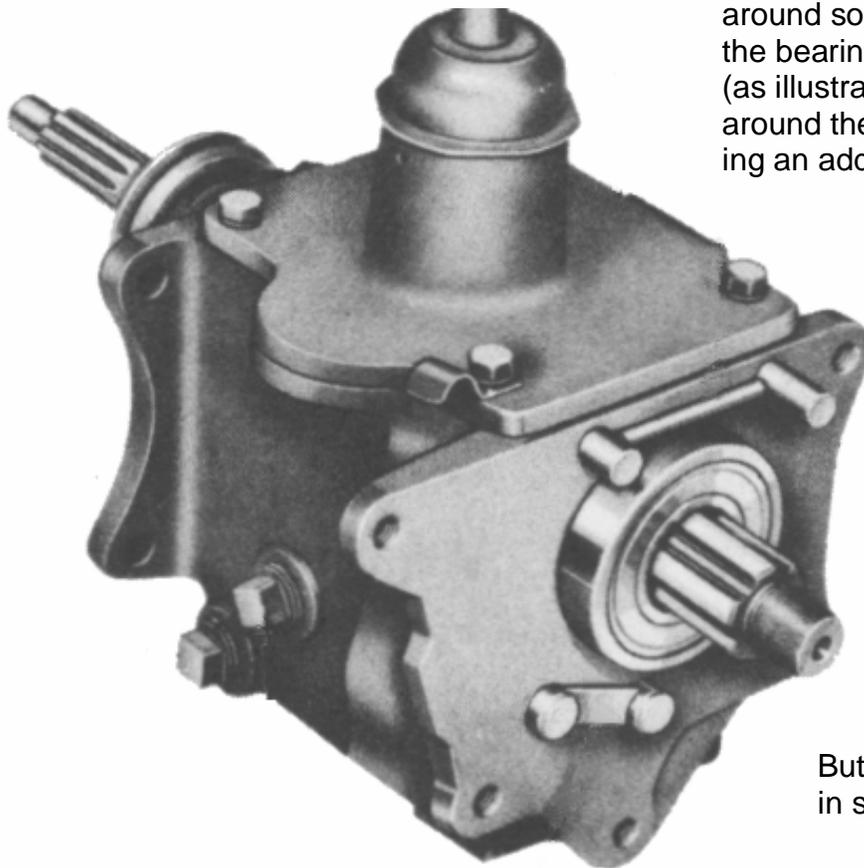
The "mid" standardized 1/4-ton transmission is characterized by movement of the drain and fill plugs to the drivers side of the case.

If you jeep has this transmission you will appreciate that you do not have to remove the skid plate to fill or drain the transmission. Of course you can still expect to get some lube on the skid plate and since the exhaust pipe is in close proximity, be sure to clean the lube off.

This transmission will only hold 3/4 quart of lube. Originally lube would "pump" from the transfer case so



Source: TM 9-1803B



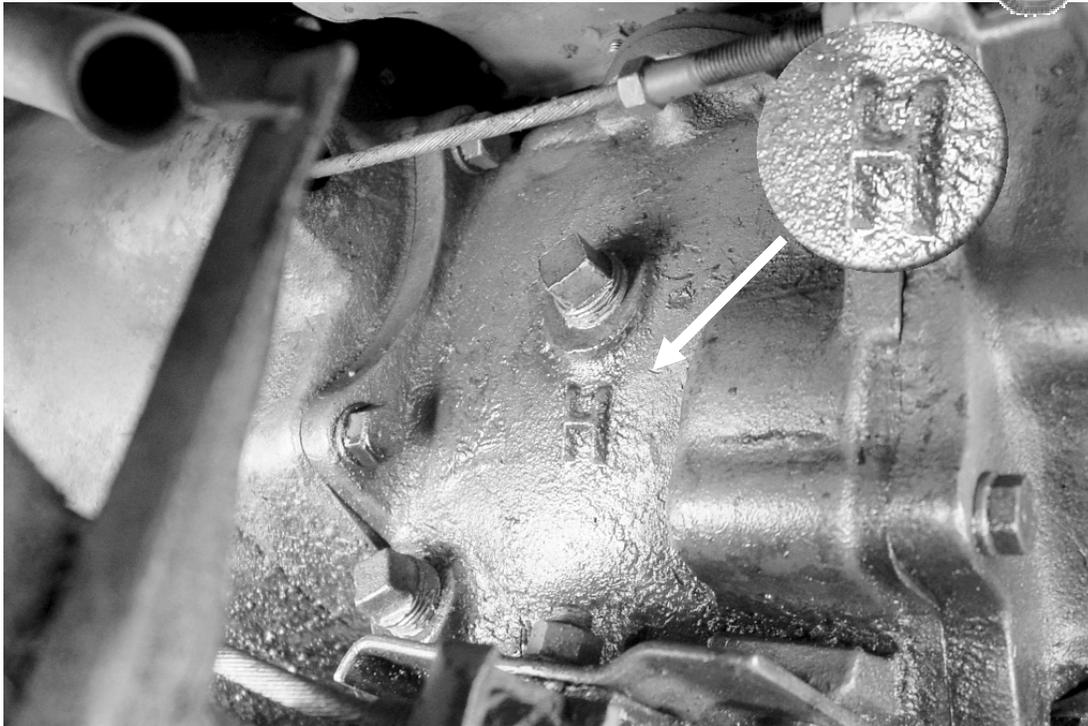
Source: TM 9-1803B

the rear main bearing was turned around so that the sealed side of the bearing faced the transfer case (as illustrated at left). Turning around the seal helped some. Adding an additional slinger helped, too.

But there were more changes in store for the T-84J...

# TRANSMISSION VARIATIONS

## "LATE" STANDARDIZED WW2 JEEP T-84J TRANSMISSION



The late standardized 1/4-ton transmission was the T-84J with an "H" embossed on the side of the case. It was introduced into production in late 1944. (November, 1944 according to L. Nabholz.<sup>5</sup>)

The case had a few improvements, the most important was the increased lubricant capacity. The full quart of lubricant increased the cooling capacity—leading to a potentially cooler running transmission—a good thing! Cases marked with the "H" contain one quart of lube. Another improvement was the introduction of a new spacer and a seal. (see page 16) for details.

