

PARTS LIST
AND
MAINTENANCE
MANUAL

FOR
1 TON 2 WHEEL
WILLYS
CARGO TRAILER

AS BUILT FOR THE
U. S. GOVERNMENT

MODEL TW-6

Contract Number
W-303-ord-4195

U. S. A. Reg. Number
0381083 to 0399082

FIRST EDITION

WILLYS-OVERLAND MOTORS, INC.
TOLEDO, OHIO, U. S. A.

TEMPORARY MANUAL

To be Replaced by

TM-9-883

JUNE 1, 1943

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Parts are designated in this book under both Bantam and Willys part numbers because all parts are interchangeable with vehicles produced by The American Bantam Car Co.

Contract W-761-ORD-2797 Model T6

U. S. A. Registration Numbers
0399083 to 0417082
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MOTORS, INC.
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FOREWORD

This Vehicle has been thoroughly inspected and like any other piece of machinery, to maintain it in proper operating condition, it should be lubricated and receive periodic systematic inspections as outlined in this Manual.

All parts in this vehicle are completely interchangeable with those manufactured by The American Bantam Car Company and Willys-Overland Motors, Inc., under the contracts listed on the title page. Both Bantam and Willys part numbers are therefore listed.

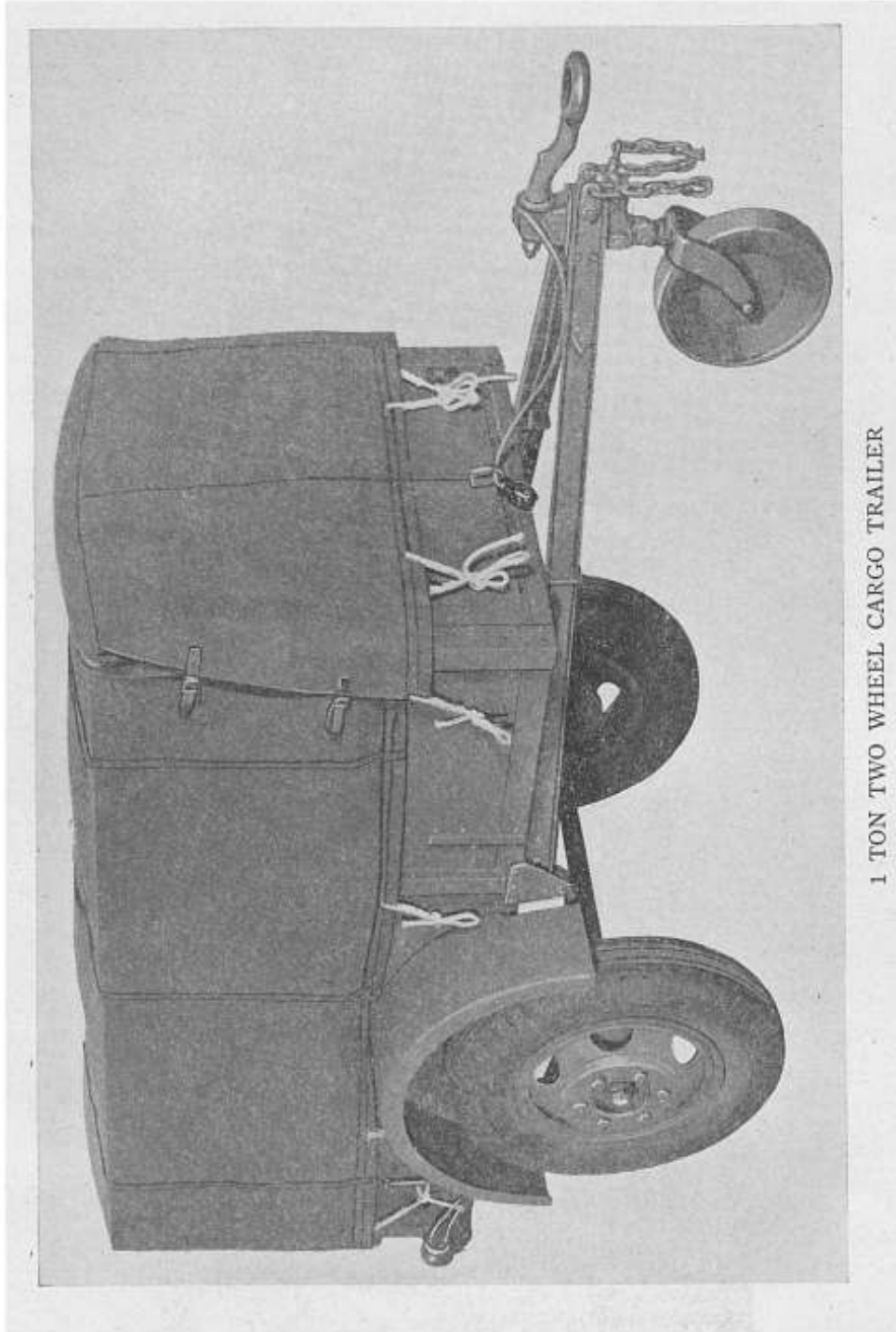
In the following pages we have described how to take care of this unit and handle it in such a way that it will give maximum service and dependable performance.

In the forepart of this Manual will be found complete information relative to Driver's Instructions, Lubrication and Inspection. In the back of the Manual will be found the Parts Section.

In the Maintenance and Repair Section will be found instructions which will enable one to make proper adjustments and repairs.

See Index on title page; bend back edge of pages to find Section desired.
Read and follow instructions carefully.

WILLYS-OVERLAND MOTORS, INC.



1 TON TWO WHEEL CARGO TRAILER

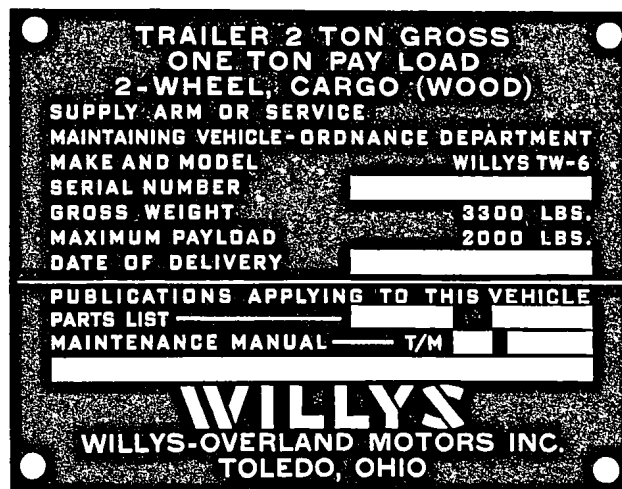
GENERAL DATA

Type.....	2 Wheel	
Body Dimensions		
Inside Length.....	95½"	2413.0 mm
Inside Width.....	45⅛"	1146.2 mm
Inside Depth—Overall.....	17⅞"	442.9 mm
Width of Body at Top.....	45⅛"	1146.2 mm
Capacity—Cubic Feet.....	43.5	1.23 Cubic Meters
Capacity—Pounds.....	2000 lbs.	907.2 Kgs.
Tire Size—Inches.....	7.50 x 20	
Road Clearance.....	16⅜"	416.9 mm
Tread.....	59"	1488.6 mm
Overall Dimensions		
Length.....	144⅓"	3678.2 mm
Width.....	70⅜"	1787.5 mm
Height (Loaded)—Over Top.....	73⅝"	1874.0 mm
Height (Loaded)—Over Rack.....	70⅓"	1798.6 mm
Height (Loaded)—Over Body.....	47⅛"	1197.0 mm
Weight—		
Maximum Pay Load (Capacity).....	2000 lbs.	907.2 Kgs.
Shipping and Road.....	1300 lbs.	582.3 Kgs.
Gross.....	3300 lbs.	1489.7 Kgs.

LAMP BULBS

Left Tail Lamp Bulb—Upper (1).....	21-3 Cp. DC No. 1154
Left Tail Lamp Bulb—Lower (1).....	3 Cp. SC No. 63
Right Tail Lamp Bulb—(2).....	3 Cp. SC No. 63

IDENTIFICATION



Manufacturer's Serial Number & Nomenclature plate located on front of body at left upper corner.

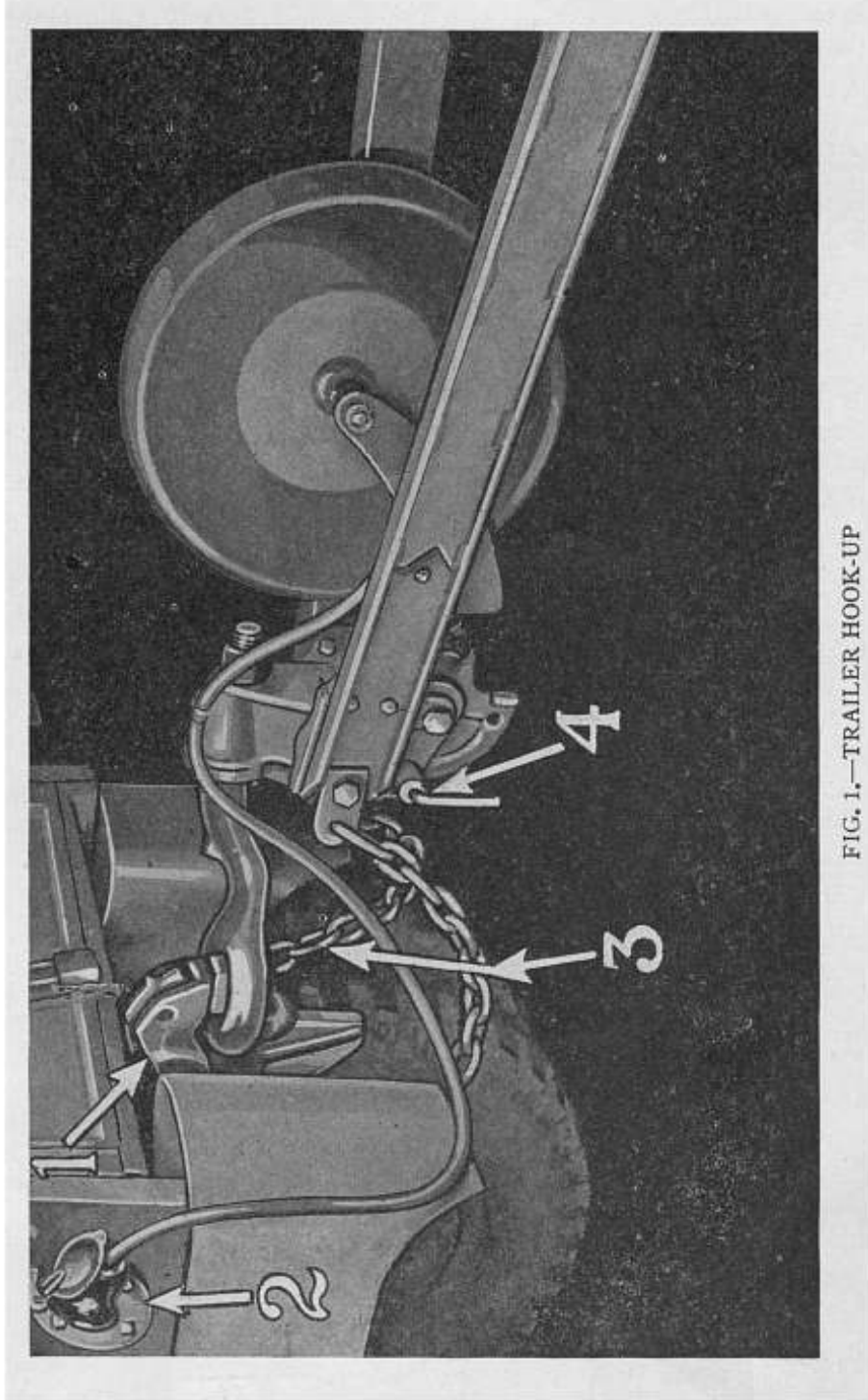


FIG. 1.—TRAILER HOOK-UP

DRIVER'S INSTRUCTIONS

In the use of a two wheel trailer it is important to properly distribute the load for balance on the axle. Tires should be inflated to 55 pounds pressure. Due care should be exercised when coupling or uncoupling the trailer from the vehicle so that it will not get out of control. Set the hand brake when parking the trailer.

To couple up trailer, lift up the pintle hook lock on the truck and raise the latch, No. 1, Fig. 1, raise the trailer and place trailer draw bar or lunette eye in hook. Close the pintle hook and be sure that the lock is down in place.

Next hook up the safety chains. Do not cross them. Insert the hooks from the under side of the eye, No. 3, Fig. 1, then the hooks will not jump out in going over rough ground. Connect up the electrical system by raising the cover on the coupling socket in the left rear side of the truck, No. 2, Fig. 1 turning the cable plug positioning lug to line up with groove in socket and pushing the plug well into the socket, see Fig. 2.

Pull out on the lock plunger, No. 4, Fig. 1 and raise landing wheel to horizontal position.

Use one man to move vehicle and another to handle the hook-up when the trailer is heavily loaded for there is a possibility of the trailer getting out of control. In such instances back the vehicle to the trailer and release the brakes as the last operation.



FIG. 2—SOCKET PLUG

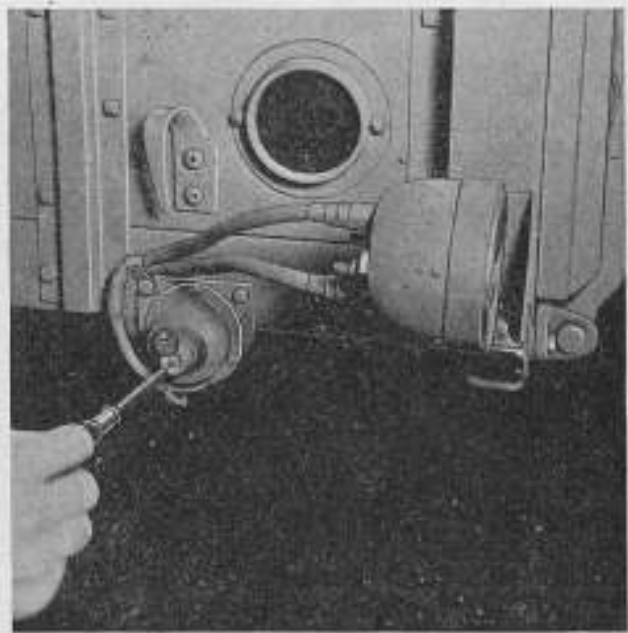


FIG. 3—LIGHT SWITCH

To uncouple trailer, pull cable plug out of socket, unhook chains and hook over chain attachment link on trailer, drop landing wheel by pulling out on plunger handle. Be sure landing wheel locks in down position. Unlock pintle hook and uncouple trailer.

When the trailer is coupled to the truck, tail and stop lights are controlled by operation of the lighting system or brake application in driving the vehicle. When the main lighting switch is changed to blackout position it is necessary to turn the switch, Fig. 3, provided on the trailer on the left side at the rear, otherwise the trailer service tail and stop lights will continue to function. Push aside the cover on the switch, and, using a screw driver, turn the switch $\frac{1}{4}$ turn to the front side of the trailer for blackout lights and to the rear for service lights.

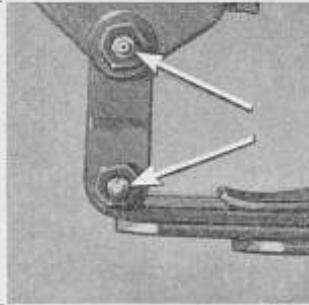
DO NOT FORGET TO RELEASE TRAILER BRAKE BEFORE ROLLING.

The body is of wood construction and designed to carry a load of 2000 pounds.

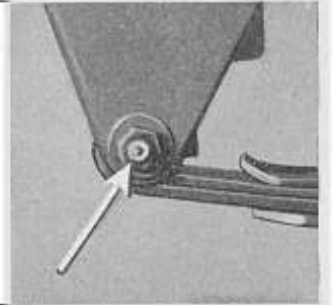
Side and end racks with top bows are furnished also a tarpaulin which is easily installed by taking a half hitch in the ropes around the hooks.

LUBRICATION AND INSPECTION

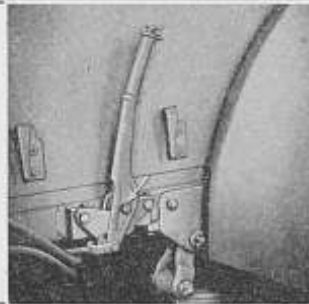
- 1—Spring Shackle (2)**
2 hydraulic fittings
Pressure gun
Chassis grease



- 2—Spring Bolt (2)**
1 hydraulic fitting
Pressure gun
Chassis grease



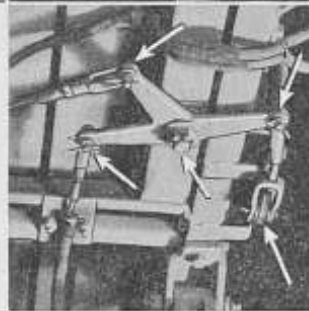
- 10—Lever Shaft**
Hand brake
Oil can
Engine oil



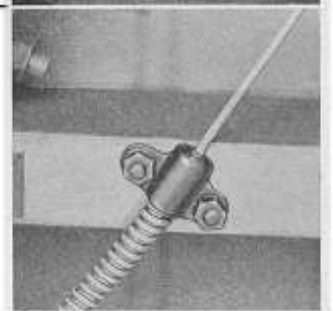
- 19—Wheel Bearings (2)**
Remove and repack
Chassis grease



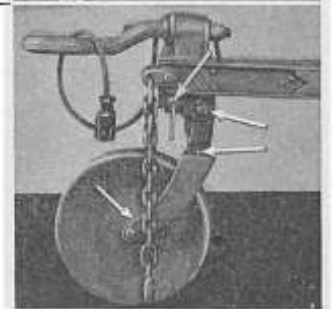
- 21—Linkage**
All pins and rods
Oil can
Engine oil



- 54—Flexible Cable-
Brake (2)**
Dismantle and
grease by hand
Chassis grease



- 82—Pivot-Landing
Gear and Lock**
Oil Can
Engine Oil
2 hydraulic fittings
Pressure gun
Chassis grease



Lubrication of any vehicle is important to prevent damage to moving parts. To secure maximum useful service from the vehicle, it is important to use the proper grade of lubricant and apply it in accordance with a definite schedule.

The chart in this section should be referred to for instructions on mileage of application, grade and quantity of lubricant required for all parts of the vehicle.

Standardized Army item numbers are used above and on the Lubrication Chart to indicate points to be lubricated. Those numbers not shown are for items not used on this trailer.

Under normal operating conditions the hub bearings require lubrication approximately every 6,000 miles of continuous service or in the Spring and Fall if trailer is used only intermittently. The hubs and bearings should be removed and thoroughly washed in suitable cleaning fluid. Inspect

for pitted races and rollers, renew if necessary and repack with grease. Lightly pack grease in the wheel hubs. See "Wheels" Section, concerning bearing adjustment.

Should the brakes fail to release due to the cables sticking in the conduits, the brackets should be removed from the frame and the conduits loosened at the brake backing plates. Clean the brake cables ahead of the conduits and slide conduits along cables after which clean the cables and lubricate, then replace conduits. Be sure conduits fit into brackets; check brake operation and adjust if necessary.