C428-D 2

MAINTENANCE MANUAL

Model T-222
15 cwt. 4x2

DODGE TRUCKS

CHRYSLER CORPORATION OF CANADA, LIMITED

December - 1943

Printed in Canada

C428-D2

MAINTENANCE MANUAL

FOR

T-222

15 CWT. 4 x 2

DODGE TRUCKS

Changes and additions to the Maintenance Manual will be covered by Service Information Bulletins.

PREPARED UNDER THE DIRECTION

OF

THE DIRECTOR GENERAL OF ARMY ENGINEERING DESIGN
OTTAWA — CANADA

CHRYSLER CORPORATION OF CANADA LIMITED

SECTION INDEX

WM-3841
CHRYSLER PART NO

FOREWORD

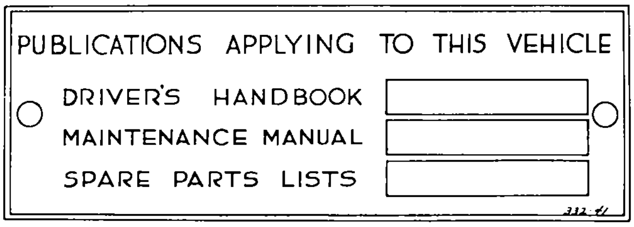
This Maintenance Manual is published primarily for the use of the mechanic and workshop personnel whose responsibility is to keep the vehicle in good mechanical condition.

It is not a text book for those who have not had previous shop experience and does not present instructions in elementary form. The manual contains practical and workable mechanical instructions adequately illustrated with "action" pictures and "exploded" views. The "Service Diagnosis" charts will also help the mechanic to analyze his problems before attempting a solution.

The Manual is arranged in lettered sections as shown in the Section Index. A separate Manual is published for the use of the vehicle operator containing "Operating and Maintenance Instructions" and minor repair details.

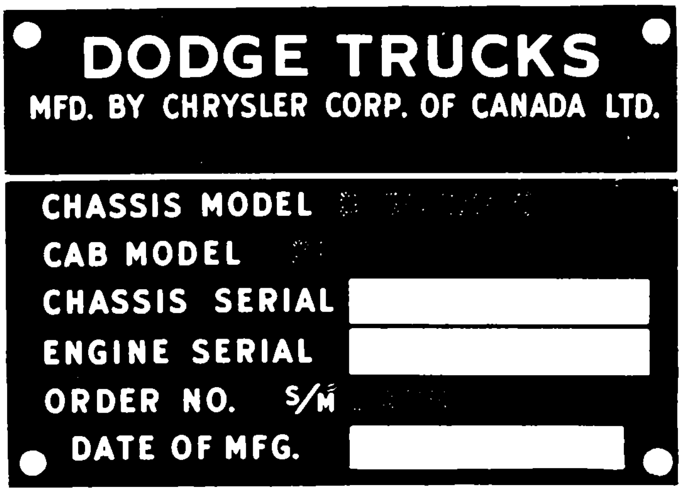
PUBLICATIONS PLATE

To identify this MANUAL with the vehicles to which it applies a "PUBLICATIONS PLATE" as shown below is assembled to the vehicle panel. The correct DRIVER'S HANDBOOK and SPARE PARTS LIST are indicated in the same manner.



When making reference to a MANUAL, HANDBOOK or PARTS LIST first determine that the MANUAL SYMBOL corresponds to that stamped on the PUBLICATIONS PLATE.

CHASSIS RECORD NAME PLATE

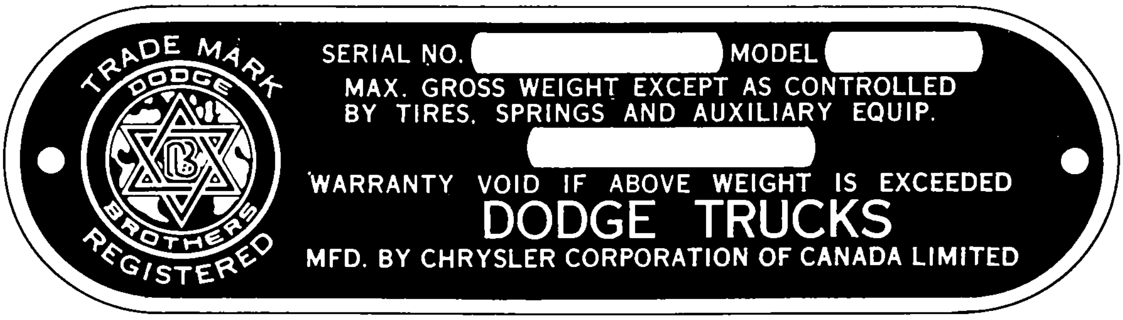


The chassis record name plate shown above is stamped with all important data pertaining to the vehicle. It is important that serial and model numbers be quoted when ordering spare parts.

VEHICLE MODEL PLATE

The vehicle model plate shown is located above the Chassis Record Name Plate. In addition to the chassis model number it also gives body code symbols.

DODGE VEHICLE PLATE



The plate illustrated above is the standard vehicle identification plate. It contains the vehicle serial number, the DODGE model number and the Maximum Gross Weight. This plate is located on the right front hinge pillar post.

SERVICE INFORMATION BULLETIN REFERENCE

BULLETIN NUMBER	SUBJECT

SECTION B

PERIOD MAINTENANCE

(Including Oil Changing)

The following paragraphs describe the maintenance jobs not regularly attended to by the driver in the Sixteen Tasks system. The lubrication diagram is shown on page C-4 and the recommended lubricants are listed on pages C-5, C-6 and C-7.

AFTER THE FIRST 250 and 1,250 MILES

ENGINE OIL—On new and reconditioned engines change the oil after the first 250 miles and again after a further 1000 miles. Details of draining and subsequent changes are given in paragraph "Changing Engine Oil". (See Section "C" Lubrication.)

CYLINDER HEAD—Whenever an engine has been reconditioned, or the cylinder head has been removed for any other purpose, the cylinder head retaining screws should be tightened in the order shown in Fig. 1 Page K-1. Tighten all screws evenly with a suitable torque wrench to 65 to 70 foot lbs. A final tightening and checking of the tension should be made after the engine has been run for some time and is still warm.

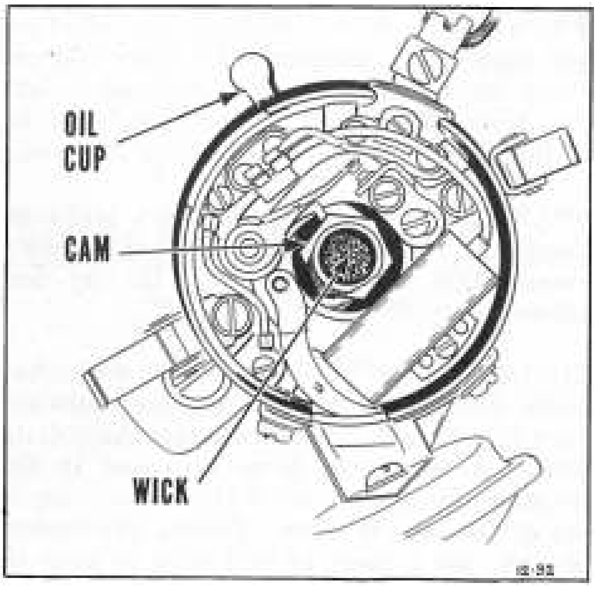


Fig. 1—Distributor

EVERY 1000 MILES

DISTRIBUTOR — Lubricate the distributor shaft every 1000 miles—five drops of seasonal engine oil in oil cup on side of distributor body, also two drops of oil on wick beneath the rotor. Add just a smear of vaseline to the cam. (Fig. 1)

GENERATOR—Lubricate generator bearings every 1000 miles—ten drops of seasonal engine oil in front and rear oil cups. (Fig. 2)

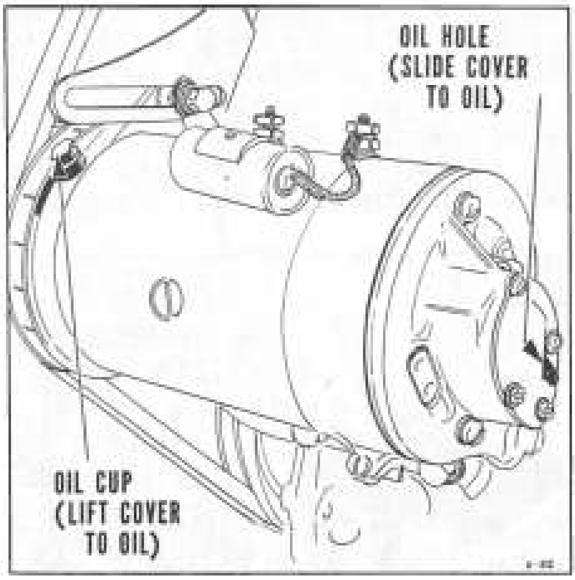


Fig. 2—Generator

STARTER—Lift oil cup cover and fill cup with a seasonal engine oil every 1000 miles. Lightly oil operating lever frictional points. (Fig. 3)

EVERY 2000 MILES

ENGINE OIL—Change regularly every 2000 miles. It is always advisable to drain the engine oil while the engine is at normal operating temperature. The oil will drain more completely when hot and will, therefore carry more of the foreign material and dirt away. Get under the vehicle and remove the drain plug (Fig. 4). Use the wheel nut wrench to

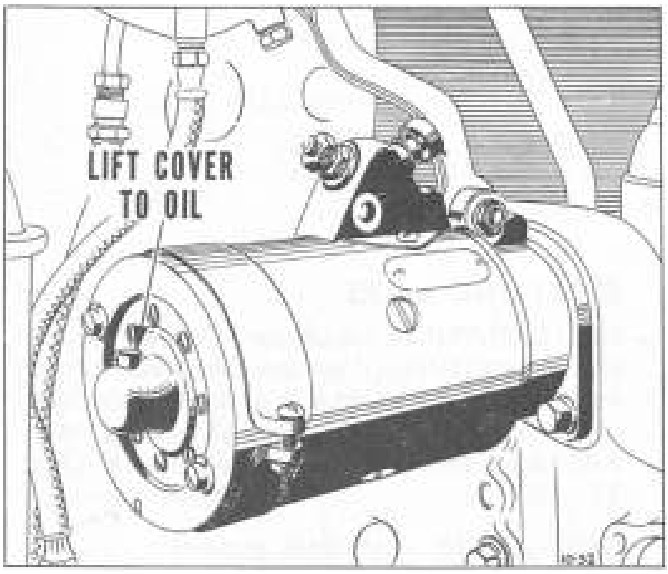


Fig. 3—Starter

remove the plug. Allow the oil to drain thoroughly and replace the plug, making sure that it is pulled up tight and the copper gasket is in place between the plug and the oil pan. The oil filter cartridge should be inspected at each oil change period and any sediment drained off. Replace cartridge if plugged.

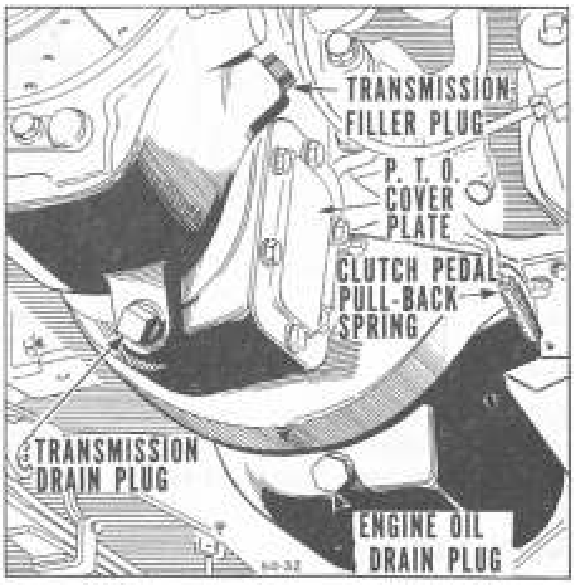


Fig. 4—Filler and Drain Plugs

EVERY 5000 MILES

TRANSMISSION—The lubricant in the transmission is to be changed every 5,000 miles. This should be done whenever possible after a run, and the oil is still warm. Remove drain and filler plugs and allow lubricant to drain thoroughly. Replace drain plug and fill to level of the filler plug. Replace filler plug. (Fig. 4)

REAR AXLE—The lubricant in the rear axle under military conditions is to be changed every 5,000 miles. Drain whenever possible after a run when the oil is still warm. Remove the two lower cap screws in bottom of housing. Remove filler plug. When oil is thoroughly drained, replace the two cap screws. Fill with lubricant to level of filler plug in differential cover. Replace plug. (See Fig. 5)

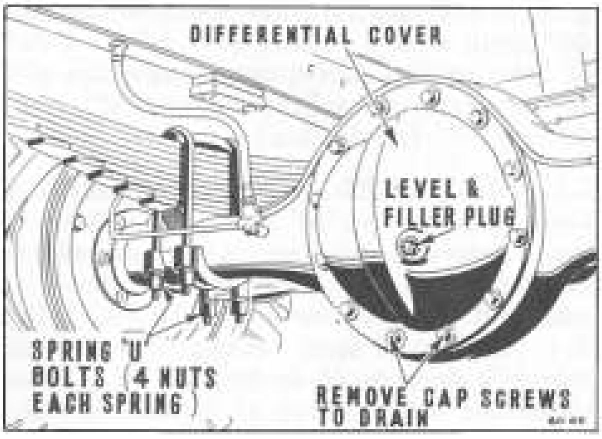


Fig. 5—Rear Axle Housing

FRONT AND REAR WHEEL HUBS—Clean and repack hub bearings with fresh lubricant every 5,000 miles. The removal and installation instructions given on pages F-1 and H-3 of this manual should be carefully followed.

SPARK PLUGS—Clean the spark plugs and check and reset the gap (.025"), if necessary every 5,000 miles (Fig. 6). Do not bend centre electrode to adjust.

COOLING SYSTEM—Flush out with clean water every 5,000 miles. Open the drain taps (See Fig. 7) and insert a hose into the radiator filler. Allow water from the hose to flow through the system until the water running out of the taps is clean. During the flushing process, use a piece of stiff wire to keep the taps free from obstruction. Add "Rust Resistor", if procurable, to water in system.

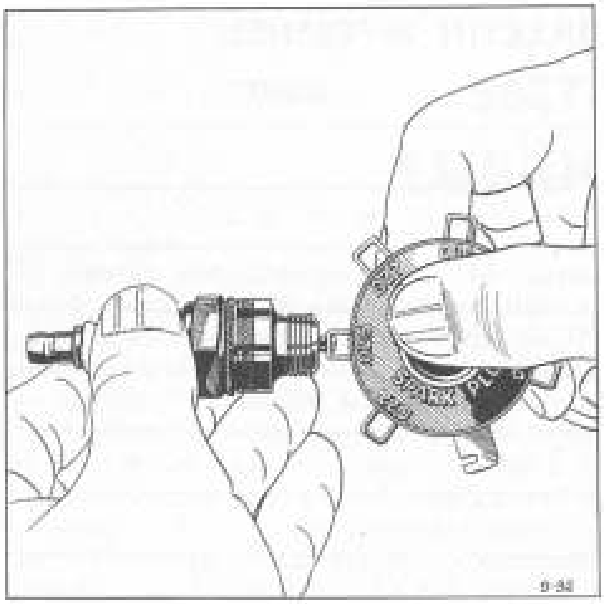


Fig. 6—Spark Plug Gap

EVERY 8000 MILES

OIL FILTER—The function of the oil filter on the engine is to remove dirt and foreign material from the oil in order to assist in keeping the oil clean. This is a continuous process, and the filter cartridge will continue to trap dirt until it becomes clogged. The filter is connected to the oiling system in such a manner that clogging of the filter does not stop the circulation of oil to the bearings. It is advisable to change the cartridge every 8,000 to 9,000 miles. In dusty areas it may be necessary to examine the oil and change cartridges more frequently.

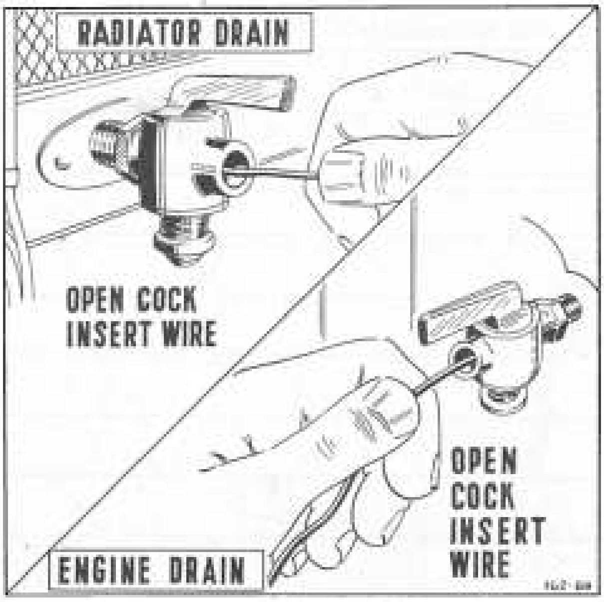


Fig. 7—Checking Drain Cocks

It should be noted that where H.D. (Heavy Duty) Engine Oil is used, darkening of the oil is not necessarily an indication that the cartridge requires replacement as would be the case with ordinary engine oil. Consult your M.T. officer if in doubt.

TO CHANGE FILTER CARTRIDGE—Remove drain plug and drain sediment and oil from body. Unscrew hex nut on cover and lift off cover. Lift out used cartridge with wire loop. (Fig. 8) Clean out filter chamber. Install new filter cartridge, making sure that the composition gaskets at top and bottom are in place. Replace filter cover and pull up hex nut securely.

Fig. 8—Removing Filter Cartridge

SERVICE INFORMATION BULLETIN REFERENCE

BULLETIN NUMBER **SUBJECT**