



Illustration 7.06

This diagram shows an engine block with the late large rear flange. It was published to explain the modification procedure for installation of a late replacement block into an earlier vehicle with flywheel timing marks.

3J124xxx The large rear engine flange appeared in surviving original vehicles. This was a major change to the engine block, but just one of many changes that appeared in the 641087 casting. M-38s had already changed to the larger rear flange around February 1952. The larger rear flange was necessary on military models for their next generation of underwater ventilation systems. This improvement allowed for a waterproof flywheel housing on M-38s and was carried on to M-38A1s. Vehicle serial number 452-GB1 30973 and engine serial number 3J130859 was the published rear flange change point for Civilian Jeeps.

452-GB1 30973 (SSN 128915), 3J130859 Key activated starting superseded the “kick start” system. An Auto-Lite MCH-6203 starter replaced the former push rod activated MZ-4162 starter. The new starter incorporated a solenoid that was attached to its housing. It had a closed nose so the starter bushing in the flywheel housing was eliminated. The diameter of an MCH-6203 was 4.5” a little larger than earlier starters with 4” diameters. A few other new components were also necessary for this change. A different flywheel housing, rear engine plate, wiring harness (now had additional wire for starter solenoid), starter support, and 129-tooth ring gear were incorporated.⁽¹⁴⁾ The larger frame starter was implemented to standardize with the industry for greater availability of components ⁽⁸⁾. This was also the published change point for the block casting, but the actual change occurred earlier at 3J124xxx.