

# THE JIMMY'S ANCESTRY

## The CCKW in Detail and The Collector's Syndrome

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### PART I

Originally this series started out as an addendum to a couple of earlier articles, and to tie up some loose ends that those articles generated. The articles were: 'Why a Jimmy?', and 'The Manuals for Restorers', parts I, II and III.

In the manual series, mention was made in very general terms that you couldn't get all the answers to your vehicular questions out of those rare and expensive books. There are still people who think that the answers to all their vehicular questions are in a single Xerox copy of a particular ORD 9. And, if they have a question that can not be answered from this book, it is because they don't have a copy of the 'Good One' published in ...

The GMC article was intended as a general introduction, and to try to convince the Jeep and Dodge-lovers that the 'deuce and a half' (in its original, unsullied form) is not the beast that they think it is. They are not really that big. However, the GMC article generated all kinds of mail asking very detailed questions about things so obscure one would think they were Jeep questions.

I have had the same questions myself about my trucks. Wanting to know just when the GMC logo was dropped from the bushguard doesn't seem like a very difficult question. There are two distinctly different part numbers, one with the logo and the other without it. The question should be answered in one of those expensive books - but it isn't. For those of you who don't want to wade all through this verabage, refer to Table IV. For the rest of you who would like to know why this is, read on.

This series is an attempt to answer all the obscure questions you have written about. It will try to explain the reason why a question could not be answered or, if nothing more than a best guess was offered, from where that opinion was derived.



Like everything else, our hobby is ever-changing. What was a grade A restoration ten years ago, hardly rates a second glance now. This is most evident with the G-503 Jeep. Even the name has become very specific - a few years ago I would have simply said Jeep. We have become, without realizing it, very sophisticated in our knowledge of just what the MB/GPW should look like. They are NOT all the same and they all didn't look like the retouched illustrations of the '43 GPW in TM 9-803.

In recent years we have become discriminating enough to realize that there is no such thing as the common Jeep. Due to the efforts of many concerned MB/GPW owners/collectors/restorers, we know that the common, standardized, G-503, 1/4 ton, 4x4 is really about ten or twelve very distinct sub models. All of these subtle variations are collector-only models. For example, you'll never find any official notations concerning: 'GPW's with American Central-bodies'. There are a couple of sub-groupings of the early '41 MB's with the fabricated brushguards. Then there are those very first GPW's that came on the Willys-style frame; the pure script Ford's of the mid '42 period; those odd, late '43 GPW's that used the un-modified Willys body; the common GPW's using the composite Ford/Willys/American Central-body; and then there are those very strange '45 MB's with the deep mud exhaust system, vacuum windshield wipers, CJ-style parking brake and no gas filter. All of these are different jeeps. And none of them exist as such in the official paper.

There are no TM-10's or ORD 9's specifying which GPW had the Willys-

style body, scalloped-rear axle shafts, or the thick, truck-style driveshaft. These obscure, very esoteric sub species are characteristics of any vehicle that was built on more than a couple of contracts, over a period of more than a year. As far as the hallowed 'official paper' ORD 9, G-503 (all editions) is concerned: all '41 MBs, late '43 GPW's, and late '45 MBs are the same. They are G-503, 1/4 ton, 4x4's. Their unique features, no matter how obvious, are recognized only by serious collectors, using information supplied by other collectors. This official "they're all the same" rationale readily explains the existence of the restorer's worst nightmare - the generic "Depot Rebuild" - a phenomenon totally unknown in the normal old car hobby.

It is only the serious collector who realizes just how unique, and truly rare, is the early '42 GPW on the Willys-style frame. That is because another collector pointed it out to him -- it was not in the TM or the ORD-9. To the first-time restorer, with his one Xerox copy of ORD 9, G-503, the vehicle is wrong. It's a Ford, it has to have the Ford-style frame. Why? Because the parts books says so. It is the preservation of these ever so slight variations (sub species) that makes the difference between a \$3,000 restored Jeep and a \$15,000 restored, early '42 GPW. So, as you can see, the official books are not infallible. Also, if you compare several of them, not only do they have mistakes and a few glaring errors, some are in conflict with each other. These glitches are why people write articles and sell books to supplement the official stuff.

Now, just what does all this Jeep philosophizing have to do with CCKW's? As stated earlier, Jeep collecting has gotten very sophisticated. The collecting

# ARMY MOTORS

**TABLE I**

ACKWX353:	s/n	ACKWX353-3604	to	ACKWX353-6070	2,466
CCKW353:	s/n	CCKW353-001	to	CCKW353-13188	13,188
CCKW352/353:	s/n	CCKW353-13189	to	CCKW353- (?)	505,940
AFKWX353:	s/n	AFKWX-3016	to	AFKWX-10247	7,235
<b>GMC 2 1/2 TON, 6x6 Final Production Total</b>					<b>528,829</b>
CCW353 (6x4)	s/n	CCW-2003 to CCW-6103	CCW-7001 to CCW-26400		23,500
DUKW353:	s/n	DUKW353 -	to	DUKW353 -	21,147

**TABLE II**

MODEL	1940	1941	1942	1943	1944	1945	TOTAL
ACKWX	2,466	--	--	--	--	--	2,466
CCKWX	5,707	7,481	--	--	--	--	13,188
CCKW	--	43,315	110,986	130,843	127,978	91,157	504,279
AFKWX	3	--	613	1,619	4,000	1,000	7,235
<b>TOTALS</b>	<b>8,176</b>	<b>50,796</b>	<b>111,599</b>	<b>132,462</b>	<b>131,978</b>	<b>92,157</b>	<b>527,168</b>
Total 2 1/2 ton, 6x6's (GMC), Accepted by U.S. Army .....							527,168
Total 2 1/2 ton, 6x6's, Produced by GMC .....							528,829
Unaccounted For: .....							1,661
Percentage Error: .....							0.31%
DUKW	--	--	325	4,508	11,316	5,088	21,237
CCW (6x4)	--	558	22,007	255	--	--	23,500

**TABLE III**

ACKWX, CCKWX, CCKW MODEL/TYPE	1940	1941	1942	1943	1944	1945	TOTAL
LWB, Cargo wo/w	6,550	22,459	43,935	58,448	53,442	46,538	231,372
LWB, Cargo w/w	1,202	7,564	27,795	27,870	32,221	24,019	120,671
SWB, Cargo wo/w	244	11,862	14,110	5,380	--	--	31,596
SWB, Cargo w/w	--	8,508	8,547	3,145	954	440	21,594
LWB, Chassis wo/w	36	124	15,535	18,145	11,279	1,641	46,760
LWB, Chassis w/w	--	--	237	3,321	2,674	4,184	10,416
SWB, Chassis wo/w	--	2	--	800	--	--	802
SWB, Chassis w/w	--	--	--	--	--	--	--
M27/M27B1	--	--	--	--	1,292	1,627	2,919
Dump, wo/w	--	1	--	1,300	--	--	1,301
Dump, w/w	--	--	--	10,905	23,693	12,500	47,098
15' Stock Rack	27	93	--	--	--	--	120
LWB, Sig. Van	--	--	1	--	--	--	1
750G Gas Tank	114	183	750	642	2,282	162	4,133
700G Water Tank	--	--	60	847	215	45	1,167
Fuel & Battery Service	--	--	16	--	--	--	16*
<b>TOTALS</b>	<b>8,173</b>	<b>50,796</b>	<b>110,986</b>	<b>130,803</b>	<b>128,052</b>	<b>91,156</b>	<b>519,950</b>

\* might have been built on AFKWX353 chassis.

of the CCKW is still in its infancy. It is probably at the same stage that serious Jeep collecting was at fifteen to eighteen years ago. There are no nice, comprehensive, answer-all questions guide-books to buying CCKW's. Or, there are not enough people who have fiddled with them and know the truck well.

This primitive stage of Jimmy collecting is handicapped by the fact that most of today's decent CCKW's are ex-NATO REBUILDS. Parked in rows at the surplus dealers, they are very impressive - still olive green, having original military bodies, decent tires and usually very few miles since being REBUILT. These trucks look great and run like cream-filled cats. Generally the only thing wrong with them is detail. Detailwise they are often as screwed up as those horrid ex-Swiss Dodge Command Cars.

The nicest looking truck in the row probably isn't the one you really want.

The guy who decides he wants a CCKW does not have anything to guide him up and down those rows of rebuilt trucks. There are no books, no articles, no friends to ask, no collective knowledge to fall back upon. He can find a nice truck, but just checking the frame number (s/n 185627-2) does not tell him just what that truck should really be. Is it what he is looking for, or is it just a collection of leftover GMC parts. Only after the money changes hands and the truck is sitting by the garage (no, it won't fit inside) does the proud owner notice that all the instruments are funny, the data plates are in a strange language, and the left hood side panel doesn't match the one on the right. But, the truck looks just like the retouched illustration in TM 9-2800.

If you think that certain ARMY MOTORS authors are immune to these pitfalls you are wrong. I've got two very-generic rebuilds that aren't too bad. But, they're not exactly right either. It wasn't until buying the fifth one that I finally got it all together and started hauling reference material to the surplus yard. Not to scare you off, in addition to the two generic's I also have two very original ones that came from the same overseas source. There are still some incredibly nice original GMC's lurking in those rows of indifferently detailed rebuilds. With some very careful searching, you can find: mint (to paraphrase the N.R.A.), 90% original blueing, all numbers matching CCKW's. All it takes is a bit of looking, and a real good idea of what you are looking for - 'where did you get that?' Just like Jeep or gun collecting - does the truck match the serial number?

TABLE IV - CCKW DETAIL CHANGES

Detail Change	CCKW/CCW s/n
CCKWX: Into Production, 'Military Front End', CCKW: '3063 - engine w/single large mil. std. oil filter, 25-amp electrical system, large 4H battery, GM Banjo axles	001 (Oct. '40) 13189 (Feb. '41)
1608 - cab (military round instruments, capillary temperature gauge) Cats Eye B.O. markers, 1st-series Hydro-vac, cowl mounted mirror arm, 18½ fan, month/year-stamped nomenclature plate	CCW-7001 353-41124 (June '41) 353-41189
3148 - engine w/40 amp, neg. gnd. electrics, lever ignition switch, Delete rubber floor mat (except CCW) and leaded body seams Radio suppression bonding/shielding 1619 - open cab, running change from, to all after Wood steering wheel Delete early-style radio filter from distributor Delete gas gauge circuit breaker Black out driving lamp, with asymmetrical brushguard 3168 - engine w/water by-pass, revised T/C lever boots Steel accelerator Pedal Delete GMC logo from brushguard Heavy duty, D-7 steering gear, w/larger shafts Late-style, composition shock link bushings Late-style, spring radiator mounting 3199 - engine, w/positive crankcase ventilation, spark plug suppressors	87614 (May '42) @ 110000 (?) 116137 to 213651 @ 120000 (?) 163386 166288 192881 (No CCW) 193513 (No CCW) 198018 @ 200000 (?) 201680 (3/22/43) 206316 213259 352-208629 353-219512
3020 - engine w/2 piece, deep sump oil pan, 2nd series 'hydro-vac' Large fuel tank fillers/caps Late, large dimmer switch Late-style cab canvas, cab stowage items, revised T/C floor seal, demountable brake drums (?). running board tool brackets	220521 (5/1/43) @ 235000 (?) 241321 311835 (Nov '43)
3431 - engine w/SAE air cleaner, cast iron carburetor, revised brake plumbing, rear trunnion seal, reinforced frame	321078 (Feb '44)
3731 - engine w/6-valve fuel pump, dust-proof distributor, simplified ignition shielding (covers), 4-bolt cover voltage regulator, rotary light switch, 150' winch cable	394577 (Nov '44)

## ARMY MOTORS

The last time the urge to buy another Jimmy struck me, the selection process was much different than the first time around. This time I picked the worst looking one, and it didn't even have a winch. My partner in these affairs took one look at it and wondered what was so great about THAT one. The one at the end of the row had new tires on it! Yes, but THIS truck had all original American instruments, a full set of American data plates, the serial number, date of delivery, and all the major parts that said the same thing. It was a complete, early 1945, open-cab cargo truck.

After all this preamble, the objective of this series is to give all CCKW owners, or prospective owners, a simple (maybe boring) look at just what any CCKW should have looked like when it left the factory. This way, while standing in the rain looking at a truck number '462847-A2, he can have a good idea of just what should be there. Is the truck really original or is it just some depot's conglomeration of floor sweepings?

At one point during the preparation of this series, there was a 16 1/2 inch stack of GMC parts books on my desk. This was a cross section, from first to last, that even included a civilian parts book for cross reference. There was another pile of supplemental material that ranged from shop manuals and service bulletins to a book on How To Hop Up The GMC 270. All this was tempered with 15 years' worth of fooling around with CCKW's and talking to a lot of people. However, remember that this is still only one person's findings. We are still in the dark ages of CCKW collecting, and nothing is written in stone. The 'foot note freaks' will be glad to know most of this was drawn from Primary Sources (with all their attendant errors/omissions and ambiguities).

Unlike the G-503 Jeep, the CCKW came in a mind-numbing array of possible combinations: long/short wheelbase; Timken (split)/GM (banjo) driveline; with/without winch; open/closed cab; and an almost endless variety of body styles. But, like the standardized 1/4 ton, 4x4, the CCKW was in production for a long time (almost 5 full years) and was produced on some 28 individual contracts. As such, like the MB/GPW, the venerable Jimmy came in a whole range of subtle sub-species. (You were afraid I was going to say that). Only the official parts book (ORD 9, G-508), is so naive to assume that they are all alike.

Rather than continually use the cumbersome contract numbers for reference, and to sort of break up what is going to be a rather long and boring trip, I have broken the CCKW production down into a rather arbitrary set of six series. This grouping is based primarily

on contract runs or, in a couple of instances on a breakdown, for collectors convenience. There is no official basis for these groupings. Therefore do not call your friendly surplus dealer and tell him that you want to buy a nice '3rd series' CCKW. He will not have any idea of what you are talking about. You could give him the series serial number range -that he would understand.

This series is broken down into the following groupings. All grouping sets (except the first which starts with CCKWX) have the prefix CCKW :

<b>SERIES 1</b>		
353-001	to	353-41188-B1
<b>SERIES 2</b>		
353-41189-A2	to	353-87613-B1
<b>SERIES 3</b>		
353-87614-A2	to	353-213651-
<b>SERIES 4</b>		
353-213652-	to	353-321077-
<b>SERIES 5</b>		
353-321078	to	353-394576-
<b>SERIES 6</b>		
353-394577	to	353-5677
		(the last one)

**TABLE V**  
**GROUP 18 - CAB AND BODY**

### 1800 - CAB ASSEMBLY

#### MODEL 1574 Closed Cab

(Used on conventional 6 x 6 models CCKWX-353 and CCKW-352 and -353 prior to chassis No. 41189)

#### MODEL 1608 Closed Cab

(Used on conventional 6 x 6 models CCKW-352 and -353 prior or chassis serial No. 96680 and on the following: 96680 through 116136, 118103 through 122757, 124558 through 124655, 124691 through 124802, 125156 through 125725, 126321 through 126648, 127045 through 146853, 149359 through 160647, 162460 through 162988, 163357 through 163857, 166308 through 166746, 166917 through 175673, 175873 through 176074, 176133 through 181064, 181809 through 181825, 182022 through 184921, 185009 through 188851, 189207 through 201385, 204446 through 207111, 207634 through 188851, 189207 through 201385, 204446 through 207111, 207634 through 211805, 211807 through 213650 and Model CCW.)

#### MODEL 1619 Closed Cab

(Used on conventional 6 x 6 models CCKW-352 and -353 chassis with the following serial numbers 116137 through 118102, 122758 through 124557, 124656 through 124690, 124803 through 125155, 125726 through 126320, 126649 through 127044, 146858 through 149358, 160648 through 162459, 162989 through 163356, 163858 through 166307, 166747 through 166916, 175674 through 175872, 176075 through 176132, 181065 through 181808, 181826 through 182021, 184922 through 185008, 188852 through 189206, 201386 through 204445, 207112 through 207633, 211806, 213651 and after.)

#### MODEL 1615 Closed Cab

(The model 1615 closed cab was used AFKWX-353 prior to serial No.3087.)

#### MODEL 1620 Open Cab

(The model 1620 open cab is used on AFKWX-353 chassis serial No. 3687 and after.)

### 1810 - CARGO BODIES

(NOTE: The following items used on Models CCKW 352, 145 in.-wb., with 108 in. cargo body; CCW, CCKWX and CCKW 353, 164 in.-wb. with 144 in.cargo body, chassis No. 149360-A1 through 153018-A1, 153219-A1 through 162459-A1, 181801-A1 through 181808-A1, 189062-A1 through 189206-A1, 204439-A1 through 204445-A1, 207112-A1 through 207365-A1, 211806-A1 and 176134-A2 through 181790-A2.)

(NOTE: The following items used on Model CCKW 353, 164 in.wb., 144 in. Steel Cargo Body, chassis No. 169804-A1 through 172237-A1 and 205896-B1 through 207111-B1.)

### **GROUP 13 - WHEELS, HUBS AND DRUMS**

#### 1311 - WHEEL ASSEMBLY, BEARING, SEALS, STUDS, NUTS

(NOTE: the following items used on all models except CCKW 353-236404-2 through 236520-2, 200626 through 260869, 384190 through 384261, 393021 through 393040, 455162 through 455211 and 462836 through 462860.)