

The Things They Did Not Teach You in School About Jeep Restoration

1. The best advice I received from several places on the web was read everything that you can about the subject.
2. Again from the web ... take lots of pictures. Especially from the “before” or the “in between” version ... you can never go back. A photo was how I located the holes in the old body for the axe handle bracket.
3. You will need about 20 rolls of paper towels.
4. You will need about 20 pounds of laundry soap and probably ruin a couple of shirts etc. (Not to mention water and electricity to run the washer and dryer
5. Make some sort of cart, dolly, rolling table, etc. to move the parts around ... it has been especially helpful with the body to put it on one side of the other to get to various parts at different angles. The rotisseries are great, but a simple wood frame and casters will be great. A set of vehicle dollies seems like a given, but I almost did not get them. It was good to put the whole jeep on, then when things were all taken apart ... the pieces were easily stored and moved around on them as well ... One each for transmission/transfer case and the engine, two for the axles/springs stacked on top of each other. And everything in between.
6. An engine lift! I was able to take the body off by myself ... just using the engine lift and some chains ... takes you time ... check twice ... raise slow
7. Lots of chain ... 10’-20’ for the engine lift.
8. A come-a-long ... I only used it to get the jeep on a trailer and then into the garage, but the wheels were not rolling well and it was a necessity. Looking back, the wheel were not “frozen” the brakes needed to be “disengaged” by turning the eccentrics. (Doh!)
9. Did I mention that you will need a bunch of paper towels? Goop, Lava, Fast Orange, whatever your favorite shop hand cleaner.
10. Keep a note book and I keep several spreadsheets and other documents to keep track of what and where and when and how I keep pictures from the Internet ... or articles from G503 etc.
11. Join as many clubs of forums and you desire. At least join a local MV or HMV group and the MVPA. I found dozens of trail and rock crawler forums and a few for MVs, I decided to stay at G503 and not split up my time. I have been working on the jeep 3-4 hours week nights and 5-10 hours a day weekends ... not much time to surf!

The Things They Did Not Teach You in School About Jeep Restoration

12. E-Bay ... or other used markets ... want ads on the G503, Supply Line etc. Know what you need and ask question. If in doubt order from a “dealer”.
13. I was overwhelmed with the number of businesses that sold WW II jeep parts etc. I started out with about 20 to pick from ... and after about 3 weeks determined (again time was of the essence) that about 5 for general parts was enough and they were the ones that I felt had the lowest prices, best quality and covered the range of parts well enough. There were some local “dealers” but mail order via the Internet and paying with PayPal or a Credit Card and delivery to my door was great. No lost lunch hours or wasted Saturdays driving to and fro ... etc. Click on ORDER and get back to wrenching.
14. I am a computer abuser ... if it can be done on computer ... use the computer. I try to download or capture the vendor’s price lists. You can search a few spread sheets and compile you parts research faster that way than going to 5 web sites etc. I print the price lists too ... works when I don’t have a computer handy. Either way electronic price lists are helpful. Granted prices change, but it is a great starting point.
15. Get others involved. Work with local sheet metal, paint, powder coating and sand blasting folks. Some shops made parts for free, drilled the huge holes that you don’t have a drill press that will handle it, let alone a bit that big
16. Thank everyone who helped. I plan to send a special picture with a before and after photo and a nice card or letter to all the major vendors. These are the guys, by the way, that make it all happen. The small shops and the huge shops ... the folks who take off the used stuff and the folks who package the new stuff ... from wiring to wheels, from gauges to axe panels. Whether they work in a huge machine shop or out of their own two car garage, they work hard to keep things moving and available so that we can make an order and get back to work with the right parts right now. (Does that sound like a quote from the G?)
17. Make what you can. I decided that this was not a museum piece. I was not going to be the trophy winner in the “as delivered” class etc. I wanted a working jeep that was a WW II jeep and a trail jeep ... not a 24x7 rock crawler, but if I wanted to dash over some rocks and splash water in a creek or go through the mountains on dirt and gravel, I could. All that to say that I made most everything that I could ... the front floor, for example. A keen judge is not needed to see that it is not factory, but it was about 1/10th the cost and it was a great experience fabricating. I am concerned that my GPW have lots of “F” marked parts, but not at the expense of safety or fun etc. I also don’t mind straightening or fixing something that is serviceable. It may not have a glassy smooth surface any longer, but it is a 65 year

The Things They Did Not Teach You in School About Jeep Restoration

- old WW II work horse that probably should be put out to pasture (figuratively of course). Lots of things can be made to work for now ... or make do ... and later when you are not in a rush or not in a bind for money you can replace that rusty old bent whatever. The rear bumper was a big mess when I got the jeep ... it was almost flattened near the center and bent in a bout 4 places ... kinda serpentine. After cutting it off the frame ... “Thanks for the keen weld, Bubba!” ... and a torch, hammer, anvil and tongs I was able get it opened up, straightened and back to being a channel ... it looks great for \$0 ... and it is original.
18. Make some priorities. If it is a museum piece or as delivered, this advice is not altogether going to help you. If your goal is to drive it ... the body might can wait. Also there will probably be about \$2000 worth of military only stuff that is missing or wrong on your jeep ... the MP50 antenna mount that you desire can wait, if the engine isn't running yet.
 19. My general plan was Engine (starter, spark plugs/coil/distributor), Carburetor, transmission, axles, body ... anything else that I have time for Again, if the engine doesn't run, what difference does it make if the axe and shovel handles are the proper color, if you decide that you should paint them in the first place.
 20. Color ... pick something and have fun ... I chose 33070 WW II Lusterless Olive Drab. That is what I like and it seemed right. I don't worry over it ... an original jeep probably had about a dozen shades of various colors of paint on it ... our restoration, even things that are not part of the jeep are painted from the same can ... not real life in 1940 I chose to paint the engine parts that are black, flat black. That is my choice. The glossy black and Ford grey for that mater, just does not appeal to me next to the rest of the jeep in lusterless. Again I am not out to make points in a judging I appreciate all those that have show pieces and I like to see a nice pristine MV that has all of its “ducks in a row”.
 21. Buy stock in a paper mill and get your dividend in paper towels.
 22. Canned Spray Paint ... good for the small shop. Buy more red primer than OD. I use the primer on stuff and then grind it off or something else. Somehow I keep running out of primer and there is still OD left hum. Maybe it is just me or maybe my wife is using the red primer for something else
 23. “All American Wonder I and II” were indispensable. Beg, borrow or order them. I have not seen volume III, but get it too.
 24. Do what you can, then hire the rest out. Sand blasting, painting (at least the frame and body), engine work, transmission/transfer case, etc. I was able to do most of the work myself, but the frame and body were just too much for a two car garage

The Things They Did Not Teach You in School About Jeep Restoration

shop ... that need to have a pickup parked in it most of the time ... e.g. not completely dedicated to a jeep restoration.

25. DO NOT GET OVERWHELMED. This may very well be the largest project that you have ever undertaken ... or at least that is what your spouse or close friend will be thinking ... right behind ... “Are you crazy?” A list of all the major tasks is great, but don’t manage tasks that you are not working now. If you are repairing the brakes, repair the brakes. That is all that you are doing ... just the brakes. Not the rear differential, not the clutch, not the console instruments, not the head light brackets, not the axle panel Etc. Work the pieces that you are on. OK I break this rule a bunch, but I stay on task. I have lots to do while a piece soaks in thinner or while the paint dries, etc. But I always get right back to the main project for the night Etc.
26. DO NOT GET STUCK WITH A SCHEDULE. A priority list is just your list ... if things change, great, re-evaluate and get on with it. For example, my plan started out ... Engine, Tanny, T-Case, axles, drive shafts, body ... in practice, when you get the engine running (I did not remove it) you can’t get to the rest of the drive train easily with the body on ... hum ... change priority ... WORK STOPPAGE. I mean change in kind of work. Find the skill saw and change gears and do some wood working ... make a cart to move the body around and get it to the patio so you can get to the chassis and drive train ... back to the original schedule.
27. Clean up after each session ... you probably still won’t be able to find your tools, but a clean shop to start off is nice. Not to mention how fast it will become unworkable with all your stuff in one pile ... or the like.
28. Run a video camera while you are working ... you can play it back to find where that part flew to ... or where you laid down a hammer or wrench. ;-)
29. Print your “before” pictures ... make them lighter if you can ... or photocopy it and lighten the image. Now draw on it ... make the adjustments you want ... locate all the stuff that you need to cut out, drill holes etc. Make another copy ... repeat the exercise. Get the process figured out on paper, before you cut out something that will be hard to fix or not even necessary. I use a digital camera and use “Paint” to make notes or draw on the pictures before I print them ... or use them on the screen for reference. Especially use the photo reference later ... lots of time can be saved if your memory is a picture and not your memory ... or my memory.
30. I have been fortunate to have a best friend as the donor for the victim. I worked with Mike for about 6 years before he retired and then bought a jeep from him. We do lunch about once a month and catch up on jeep trivia and his airplane

The Things They Did Not Teach You in School About Jeep Restoration

- repair etc. Lots of fun to share a jeep. He is excited that it has stayed in the “family” and that it will be used and not abused.
31. Keep everything ... well ... make some good decisions. I was able to locate all the holes for the floor using the old floor ... the rusted bent hulk might get tossed later, but it is a tool for the time being, no need for a bunch of e-mails and hoping things fit ... measure the old one ... etc. It may sound crazy, but I am keeping the rust ... at least most of the big chunks ... it is interesting what can fall out of a 65 year old jeep. I have a covered bucket and when I clean up ... some old stuff goes in the bucket. There is lots of stuff in there. Don't tell my wife I am keeping dirt and rust!
 32. Frame your old instruction plates. GPW-100709* did not have a data plate and the other plates were almost gone. Removing the paint might have ruined them. They are on a book case behind my desk at work.
 33. Get the manuals. Downloads work ... I will try to find all my links.
 - a. TM 9-803
 - b. TM 9-1803A
 - c. TM 9-1803B
 - d. ORD 9 SNL G-503
 34. Go after more paper towels.
 35. Keep track of your parts. Put things in baggies or the like and mark it then box it I tried to keep track of what was in each box and that was not easy. Everything is mostly neat in a box ... the bags keep dirty parts dirty and the rest clean ... at least cleaner. You can clean it later ... put it in a bag and move on if you are in the take it apart stage. I have been cleaning the doodads when I get back to them to put back together or back on the jeep.
 36. I can't recommend a particular cleaning solution ... I am still trying them out. Lacquer thinner is a good choice, MEK and Acetone did not cut the grease to well. Airplane Stripper is excellent for paint. Working when it is warmer will improve all of the chemical's performance, even perspiration. ;-) Kerosene or diesel are great, but the odor might not be your fancy and it kinda lingers. I am trying Xylene/Xylol next.
 37. Use some sort of latex, neoprene or nitrile gloves. I have to order mine special as most places that handle exam gloves don't have XL ... An oxymoron – “One size fits all”

The Things They Did Not Teach You in School About Jeep Restoration

Who did I chose for vendors?

Ron Fitzpatrick g503.com

www.vintagewiringofmaine.com
593 Town Farm Rd
Oakland, Maine 04963
Tel/Fax (207) 465-3431

www.beachwoodcanvas.com
39 Lake Avenue PO Box 137
Island Heights, New Jersey U.S.A 08732
732-929-3168
FAX (732) 929-3479

www.walcks4wd.com
610-852-3110

www.rapcoparts.com
Bowie, TX
940-872-2404
FX 940-872-3406

Brent Mullins
www.mullinsjeepparts.com
College Station, TX
979-690-0203

Jeep Panels Plus
96 Reservoir Road
South Paris, ME 04281
Phone: (207) 743-7671
Fax: (207) 743-6867

Jon Rogers
www.jeepdraw.com
35 Walworth Street
Maryborough, QLD, 4650
AUSTRALIA

Wallace W. Wade Specialty Tires
PO Box 560906
Dallas, TX 75356-0906