

Wheels (https://www.tapatalk.com/groups/cj3b_bulletin_board/wheels-t4512.htm)

Derekredmond wrote Apr 15, 2018#1

I have 16-inch rims and have never really paid a lot of attention to 15-inch rims. But I was looking at the rims in this Willys photo and noticed that they have the narrow ridge running around the center, which usually seems to mean a 15-inch rim. Is that always the case?

Thanks.

Derek



CJ3B.info

Rus Curtis wrote Apr 15, 2018#2

Derek,
I have both styles of 15" wheels.

The style on my jeep now is the same as seen on the Tire and Rim article:

Tech Tips on Tires and Rims (<https://www.cj3b.info/Tech/TiresRims.html>)



I bought these as spares but didn't get a description indicating they looked different:



I don't know if that style was ever used as a 16" wheel. I wonder if it was common on wagons and trucks.

Oldtime wrote Apr 15, 2018#3

Wheels are basically composed of 2 parts.

The rim and the disk.

What you refer too are different types of disks.

Specifically the early non creased disk and the later creased type disk

The different disk types are vintage related not diameter related.

The later creased type disks are roughly post 1954 vintage.

Derekredmond wrote Apr 15, 2018#4

Thanks oldtime and Rus! I had a feeling this wasn't going to be as simple as I hoped.

I did notice that I have usually seen the wheels with the sharper ridge, which I assume is the creased disk, on later model CJ-3Bs, mostly from the 60s. For example the advertising photo above, or the pink '61 3B below.

However, there are also many 3Bs from the late 50s and 60s, such as my '59, with the more common disks like Rus' first example above, which I assume is the non-creased type. So it doesn't appear that one just replaced the other.

Derek



Oldtime wrote Apr 16, 2018#5

Speculation here but I estimate the change from non creased wheel disk to creased disk was much like many other Willys changes.

Unable to pinpoint to an exact specific serial number nor any exact date due to Willy Nilly rotation of the wheel stock.

From our current perspective it is certain that many wheels have been swapped from one Jeep to another.

My 1954 / 1955 time change is based partly on long term observations.

Lawrence Wades Jeep is a fine example proving that the 15" creased type wheel disk was being produced as early as 1955.

I have seen no pre-1955 Jeeps with definitely original creased disks.

I have seen no Jeeps post 1955 with definitely original non creased disks.

Personally I prefer the look of the non creased disk but most of those wheels are much older and so they tend to be in poorer condition.

This is my only set of the 4-1/2" x 16" standard sized wheels.

This set had no rust nor pocking prior to sandblast and painting.

They are near pristine having less than 1/16" of lateral runout.

The image you are
requesting does not exist
or is no longer available.

imgur.com

I have other nice wheel sets but they are all optional or non standard sized wheels.

The optional heavy duty 5 X 16" and 8 X 15" Renegade wheels.

Derekredmond wrote Apr 19, 2018#6

OK, now I'm thinking that we're talking about three different types of wheel disks.

Here is Lawrence's '55 which has the creased disks. I think these are the most common wheels on 3Bs.



The wheels that Rus bought apparently have the earlier non-creased disks. In some pictures it's hard to tell the difference, but his photo below clearly shows the smoother curve in the profile instead of the sharp bend down toward the lug nuts.



The type that I would like to identify is seen in this photo below. It's similar to the non-creased type, but has a narrower ridge between the rim and the lug nuts. It is also seen in the black & white factory photo circa 1962 in my initial post, so it's definitely a factory wheel and is not a pre-1955 part.



I know Willys used wheels from different suppliers, so possibly during some period they bought these wheels from a new supplier? They came in a 15" version, and possibly they came in a 16" version as well. I thought it made sense that the narrower ridge around the disk would be for wheels with the smaller 15" diameter, but Rus has 15" wheels of both the other styles.

Further comments welcome.

Derek

Jesse from MN wrote Apr 22, 2018#7

To me, that wheel pictured looks like any other 15 inch wheel with the intention of using hubcaps. Although usually they have extra bumps to hold a cap. Would this type of wheel show the intention to add the half moon style caps that fit inside the 'bump' in the wheel? I think later jeeps used that type.

Derekredmond wrote Apr 23, 2018#8

That's a good point. They are similar to the Dispatcher wheels, but it didn't occur to me because they don't have the little tabs to hold the hubcaps on. And the 3B in the factory photo wouldn't have hubcaps, although the pink 3B might have.

Is this another indication that this type of wheels maybe comes in 15-inch only?

williams3b54 wrote Apr 24, 2018#9

I have five wheels that are original 1968 CJ-5 ones off of my 1968 CJ-5 that I believe are factory 15 " wheels if anybody is interested in them. They still have tires on them. They look like the pink jeep wheels, but I noticed that one or two of them have hub cap lugs on the inside of the outside raised rib at the center. I did not get hub caps with my CJ-5 when ordered in 1968 so I am not sure if they were all the same wheels then or not. They are a off white in color.

I will take some pictures and attempt to post them.

Dick W. Spokane Wa.

After additional inspection of the wheels I have I found only one wheel to be the original with the hub cap lugs on the outside of the raised center rib. The others after looking at them my brother and I bought 8" offset wheels to put on our CJ-5's for more macho looks and maybe some side hill stability?

In 1970 there was not many choices around in the Northwest, "Seattle area" for after market jeep stuff. four of the wheels have L78-15 Load range B tubeless. The other four have P235/75D15 M/S tubeless. Anyway they are what they are.

Dick W.

Oldtime wrote Apr 26, 2018#10

Here you see the standard 4-1/2" x 16" wheel (mounted)

Note how the disk is creased about 1/2" from the outermost circumference.

To me that alone roughly designates it as being post 1954.



This one is a Heavy Duty 5" x 16" wheel.
Without being able to measure it's width it could be hard to distinguish it from the standard wheel.
The 1/8" diameter hole seen near the lug circumference is a valuable identifier.



Here is the Kelsey Hayes stamp found adjacent to the valve hole.



Here is the renowned 1971 Renegade I wheel.



Here is the Kelsey Hayes stamp found adjacent to the valve hole.



Oldtime wrote Apr 25, 2018#11

Here is the HD 16" wheel compared to the 15" Renegade I wheel.



Derekredmond wrote Apr 27, 2018#12

OK, it sounds like Dick got 15" wheels on his 1968 CJ-5, that look like the pink wheels but have the hubcap lugs.

Oldtime shows some 15x8 CJ-5 Renegade wheels that have disks which look like the pink ones.

Those examples don't necessarily sound like the same wheels seen in the factory photo of an early 60s CJ-3B, but they do suggest that this style of disks shows up on 15" wheels.

Here's an early 60s CJ-6 factory photo with the same wheels as the CJ-3B factory photo, and the pink

Jeep. Maybe these are also 15".



Derek

Derekredmond wrote May 01, 2018#13

The May 2018 cover photo is the early-60s Willys photo showing the unidentified wheels. So that is a little mystery, to go along with the big mystery of where this photo was taken.



The photo of the CJ-6 with the same wheels is also posted on the website. (<http://cj3b.info/Finds/Mountain.html>)

Any info or guesses are welcome!

Derek

Lawrence wrote May 01, 2018#14

Bay Gasoline signs, the mountains covered with snow, and the style steeple on the church I would say California.

Can't read tag on red truck,

Lawrence

Derekredmond wrote May 01, 2018#15

Yes, I was with you Lawrence, although on the web page I was also speculating Colorado. Turns out we have a winner already -- Chris Woolley identified it as Colorado Springs, with Pikes Peak in the background! Even a possible reason the Jeeps were there. More details to come.

We still have no more details on those wheels.

Derek

williams3b54 wrote May 01, 2018#16

I mentioned that I have one wheel that I think came on my 1968 CJ-5 that has hub cap nubs on the inside of the center of the wheel and it looks like the wheels shown on the CJ3B page. I did not get hub caps with the 1968.

My question is did hub caps get put on any CJ-3B's and CJ-5's that were 4 wheel drive? I have seen hub caps on DJ's and on the surry jeeps but not on the 4 wheel drive jeeps, but I have one wheel that I think I saved with hub cap lugs on it. I guess the center of the cap could have been cut out for the front axle. I can't see for sure if any of the wheels shown on this post have lugs or not. The workers in the factory just grabbed the wheels that were set out for them to install, and who was that person in charge of that task?

Dick W. Spokane Wa.

Oldtime wrote May 01, 2018#17

The 4.50 x 16" was the service standard from 1945 CJ all the way to 1963.

In 1963 the CJ service standard became the 5.5 x 15" wheel.

The post 1962 standard wheels have the disk portion being welded to the rim.

Derekredmond wrote May 02, 2018#18

OK, I think it's significant that these wheels show up in a factory photo taken about the time the 15" wheels became standard. I'm going to go back to my original guess that this style is always 15". I do mainly see them on 60s Jeeps. But never on military Jeeps, which would have 16" wheels.

But no, they don't normally have the hubcap bumps, and there are no bumps in any of the photos here. And I don't think I've ever seen a CJ-3B with factory hubcaps. Hubcaps did appear on the Tuxedo Park CJ-5A and 6A, and maybe a few others like the CJ-5 "Super Jeep."

Dick, if you got some wheels with hubcap bumps on your CJ-5, I would have to assume that it was just a factory error as you suggest.

Derek

williams3b54 wrote May 03, 2018#19

Derek, didn't the CJ-5 and the 3B's get built at the same time and in Toledo? Maybe it was the M38's and the 3Bs, then the CJ-5s The 5s started in 1965? isn't that when the 3Bs stopped being built?

I wish I still had all of the 15" wheels that came on my CJ-5 around.

Probably in 1970, because my brother bought his 1969 CJ-5 then, we both decided we wanted the wider wheels on our jeeps. So I kept one of the original wheels for my spare that I got with my CJ-5 and I don't know what I did with the other four. My brother doesn't know what he did with his original wheels either. I don't remember if his wheels had hub cap bumps on them or not.

Interesting topic.

Dick W. Spokane Wa.

Binthere wrote May 03, 2018#20

My research tells me that the first CJ5 was built in 1954. It states that they were called the "55" production year! I do know that in the mid 70s I bought a CJ5 with papers registered as a 1955 CJ5. In the mid 70s there were some running CJs with baby moons, and I do remember some hub cap bumps and think they were in the inner side of that ring. I used full caps that pressed in on the outer ring.

Derekredmond wrote May 04, 2018#21

Yes, the production of the M38A1, CJ-3B and CJ-5 overlapped at Toledo. I doubt that 15" wheels were ever put on the M38A1s.

Oldtime, is there any documentation of the change from 16" to 15" wheels as standard? My 1965 Service Manual still says:

CJ-5A and CJ-6A -- Kelsey-Hayes 15x5.5
CJ-3B, CJ-5, CJ-6 -- Kelsey-Hayes 16x4.50
DJ-3A -- Kelsey-Hayes 13x4.00

Thanks.

Derek

Oldtime wrote May 04, 2018#[22](#)

The Jeep "**Universal Service Manual**" is not a reliable source for that type of information. They certainly contain some errors that were never corrected and they frequently re-used far outdated "figs".

I used the "**Universal Parts Lists**" along with first hand observations to determine when Jeep went to 15" x 5-1/2" as standard.

I only determined it that way because I lack having the "1963 Service Standards" publication.

Jeep put out a yearly publication that was called the "**Service Standards**".

The service standard publication identifies specific standards for all of the various models that were built each year.

I'll upload a pic of the Service Standards that I have so you can see what I mean.

At times first hand observation of original parts becomes invaluable because there seems to be no known documentation of certain changes.

Like the fact that KH 15" x 5-1/2" wheels were welded as opposed to a rivotted assembly.

Charlie wrote May 04, 2018#[23](#)

Your mention of the "Service Standards" publication leads me to ask the question, were there "build sheets" for each jeep serial number like there were for other cars, and are there copies available anywhere? Would be interested to know how mine left the factory.

Oldtime wrote May 04, 2018#[24](#)

They are about 1/4" thick large pocketbook sized publications



First 2 pages.

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Shows wheel and tire specs for all jeep models during the year.

WHEEL AND TIRE				YEAR			
	1961	1962	1963	1964	1965	1966	1967
WHEEL	15" x 5.5"	15" x 5.5"	15" x 5.5"	15" x 5.5"	15" x 5.5"	15" x 5.5"	15" x 5.5"
TIRE	15" x 5.5"	15" x 5.5"	15" x 5.5"	15" x 5.5"	15" x 5.5"	15" x 5.5"	15" x 5.5"
WHEEL	15" x 5.5"	15" x 5.5"	15" x 5.5"	15" x 5.5"	15" x 5.5"	15" x 5.5"	15" x 5.5"
TIRE	15" x 5.5"	15" x 5.5"	15" x 5.5"	15" x 5.5"	15" x 5.5"	15" x 5.5"	15" x 5.5"

Wheels and tires as listed in the 1967 UPL.

Dates can be closely approximated via the part numbering system.

ELLS 25		JEEP UNIVERSAL VEHICLES		MODELS				
Part Number	DESCRIPTION	V S	C N	C J	C J	C A	C A	
								B
GROUP 25-01 - WHEELS AND ATTACHING PARTS								
848914	Rim and disc, assembly (13 x 5.50)			X	X	S		
939999	Rim and disc, assembly (15 x 4.00) (J-Type)	X	X					
642033	Rim and disc, assembly (15 x 4.50) (For 15 x 7.00 tires)			X	X	S		
930407	Rim and disc, assembly (15 x 5.50)	X	X	S				
840600	Rim and disc, assembly (16 x 4.50)			X	X	S		
643665	Rim and disc, assembly (16 x 5.00) (Heavy Duty)			X	X	S		
863043	Bolt, wheel hub 1/2"-20 L.H. thrd.			X				
803044	Bolt, wheel hub 1/2"-20 R.H. thrd.			X				
804998	Bolt, wheel hub 1/2"-20 L.H. thrd.			X	X	10		
934999	Bolt, wheel hub 1/2"-20 R.H. thrd.			X	X	10		
938150	Bolt, wheel hub 1/2"-20 R.H. thrd.			X	X			
943975	Kit, trim rings (15" wheel)			X	X			
	Consists of:							
	4 Ring, trim							
930806	20 Clip and bumper, assembly							
943973	1 Installation, instruction							
636035	Nut, hex. hd., 1/2"-20 L.H. thrd., wheel hub bolt					X	10	
635518	Nut, hex. hd., 1/2"-20 R.H. thrd., wheel hub bolt			X	X	20		

Derekredmond May 04, 2018#25

To anybody who has access to these publications -- I would love to be able to post these wheel specs on the website. Probably also other evolving specs as shown in the Service Standards, but the standard wheel types seem like an obvious important thing to know if you're trying to restore a stock Jeep.

Derek

Binthere wrote May 08, 2018#26

Just an FYI on the rims. Go to the CJ2A page, and to the thread "cruising in the CJ" and the rims on that unit have the hub cap lugs on them!
It's in the "Jeep photos and stories" category.

Derekredmond wrote Nov 10, 2018#27

Dick Williams sent this great photo of himself and his 1968 CJ-5 when it was new. It clearly shows that his 15" wheels had the hubcap lugs, although in this application they were never intended to have hubcaps.

Derek



Ryan Miller wrote Nov 11, 2018#28

Factory blueprints of parts with the RFP date (Released For Production) can be helpful in identification of a part and at least an estimated time when a part was released in combination with service bulletins that mention parts changes.

I have gone down this rabbit hole quite a ways on the M38 jeep.

Finding factory blue prints and memos are not easy as all the documentation is not in one place and organized. Microfiche has to be cleaned and then looked at to see what is on it as the guy who bought most of that didn't organize it when stored so you never know what you are going to look at until you put it on the machine.

So it all takes time and money.....