

G503 WWII Jeep Configuration of First Engine start after a Rebuild

This article describes how you can test your WWII Jeep engine rebuild without having the whole restoration back together. Applies to 1942,42,1943,43,1944,44,1945 Jeeps models



The first start of your newly rebuilt engine is an exciting milestone with your restore project. Assuming that you are ready to fire the engine up, here are some steps you can take to make this happen.

Lets verify what you should have ready to be ready for the first start.

Engine and Transmission should be installed on the frame, and roll the frame outdoors.



Lets confirm the connections that must be completed before the engine can be fired up

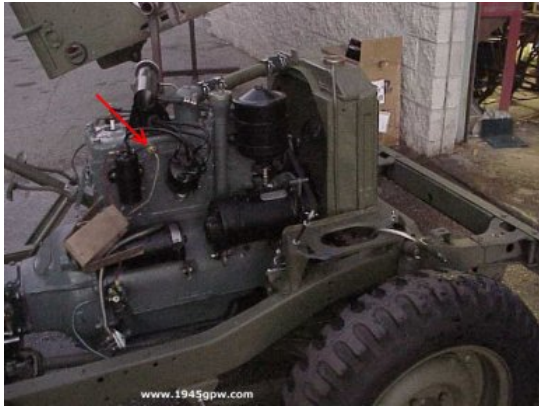
Radiator tubes connected to engine



Oil Filter added and top sealed and connect lines to engine



Connect temporary Oil Gauge and line to block



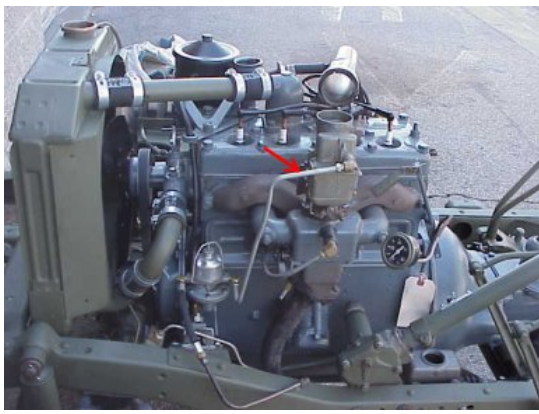
Connect temporary Temperature Gauge to Engine Head



Connect Fan belt to generator



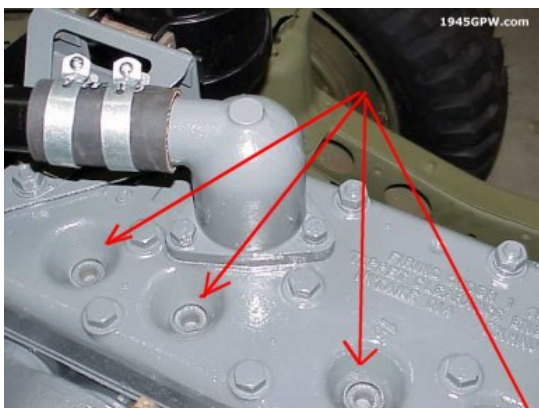
Connect Coil to block
...and Connect Starter



Connect Fuel pump to Carburetor
(and carburetor should be on manifold)



Connect Exhaust pipe to manifold,
and pipe to muffler. The pipe will get
very hot quickly so be sure you have
all the connections mounted



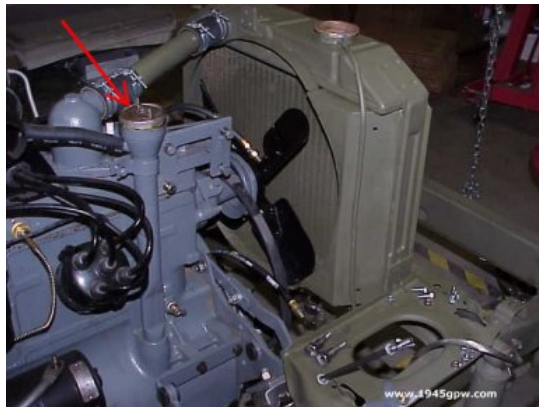
drop a little 30wt oil into each
cylinder, about $\frac{1}{2}$ teaspoon, then
crank engine manually to get the
cylinder walls lubed. **Temporarily**
install Spark plugs gapped to
.030



Set the dwell on distributor points to
.020 and attach the spark plug wires
1-3-4-2 order, also connect the coil
wire to distributor cap.



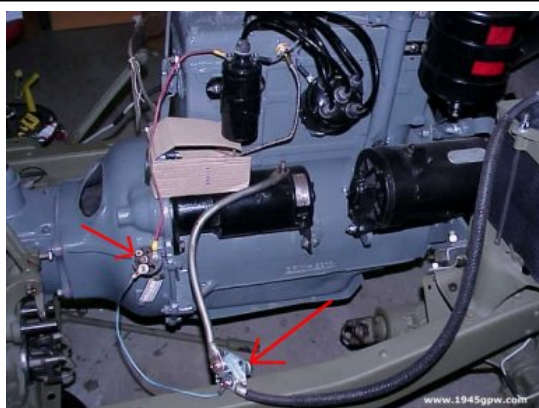
fill Radiator fluid into radiator, place on radiator cap and look for leaks. Tighten any needed connections



Add 30wt oil into filler tube, check level. Note: when engine starts it will fill the oil filler canister after about 3-4 minutes. Thus, when you shut engine off, check level again.



Install Battery on battery tray and connected the ground wire to frame



Final Wiring Connections

1. Positive battery cable to Foot Starter post
2. Foot starter post to Starter
3. Ignition coil terminal to Key switch
4. Ignition key switch terminal to Foot Starter



Connect fuel pump to temporary Fuel supply make sure your tubing is submerged in fuel. Prime the fuel pump, listen for fuel into the carburetor.



Prime the Oil Pump Pete Silfven recommends to prime the oil pump by removing the sparkplugs (and ignition key OFF) to turn over the engine a few times. You want to see the oil pressure on the gauge start to rise. Upon validation, continue.

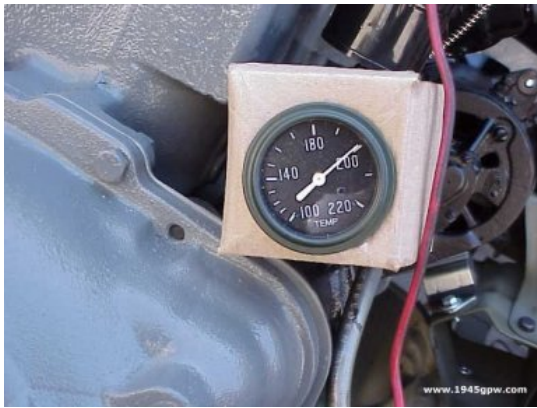


Before the initial CRANK! Pete also suggests - be sure you have a fire extinguisher handy and a damp rag in case there's a small carb fire. Use the rag to smother it if possible, the extinguishers make a mess



You are now ready to turn engine over by turning the ignition key ON, and pressing the Foot Starter. BE CAREFUL not to touch posts on the foot starter or you will get a nice zap shock. You may need to check your carburetor settings if the engine starts and then dies (won't hold the idle)

Note: Your exhaust pipe and muffler will get hot very quickly, and the burning smell may be from the fresh paint burning off.



Once your engine is running it will sound like music to your ears, but you want to watch the Oil pressure and the Temperature gauge. If your temp goes beyond 220 then stop and check your cooling system. Your Oil gauge should idle at around 40psi.

That's it! good luck.