

MAJOR CHANGES

- 1946** Full-floating axle replaced by semi-floating (SN 13453)
 MB-style muffler (exiting on the passenger side just forward of the front wheel) replaced by a unit that exited behind the rear wheel (SN 18638).
 Body tool indents eliminated (SN 29500)
 Column shift replaced by floor shift (SN 38221)
 Body-color headlight trim rings replaced by chrome (SN 38687).
 Engine timing chain switched to gear type (SN 44417).
 Recessed front marker lights replaced by flush-mounted lights (SN 97740).
- 1949** CJ-3A introduced CJ-2A gradually phased out
- 1953** January CJ-3B introduced CJ-3A produced concurrently with CJ-3B to near year's end.
- 1957** CJ-3B electrical system converted to 12-volt at SN 35522

PRODUCTION NUMBERS

	CJ-2A	CJ-3A	CJ-3B
1945	1,824	-	-
1946	71,554	-	-
1947	65,078	-	-
1948	74,122	-	-
1949	2,182	27,749	-
1950	-	26,034	-
1951	-	44,158	-
1952	-	29,652	-
1953	-	10,617	27,551
1954	-	-	31,292
1955	-	-	12,952
1956	-	-	11,418
1957	-	-	7,220
1958	-	-	6,656
1959	-	-	9,300
1960	-	-	9,926
1961	-	-	17,844
1962	-	-	9,416*
1963	-	-	9,801*
1964	-	-	5,271*

Source: Norton Young List, starred numbers "*" are from the Toledo Assembly Plant Production report, circa 1990.

	1945	1946	1947	1948	1949	1950	1951	1952	1953
CJ-2A	10001-11824	11825-83380	83381-14858	148459-222581	222582-224764	-	-	-	-
CJ-3A	-	-	-	-	10001-37749	37750-63784	10001-54158	10001-38652	10001-20617
CJ-3B	-	-	-	-	-	-	-	-	10001-37551
	1954	1955	1956	1957	1958	1959	1960	1961	1962
CJ-3B	10001-41292	10001-22952	22953-34371	34372-41591	41592-48247	48248-57547	57548-67473	67474-85317	85318-NA

Source: Norton Young List, figures not available after 1961 when Young list ends.

SERIAL NUMBER INFORMATION

CJ-2A: The serial number was found in two places; on a plate mounted to the passenger side of the firewall in the engine-compartment and on a tag riveted to the left frame horn, just behind the bumper. A body number tag was located just below the firewall VIN tag, and this number should match the serial number. The body number tag appeared on 1945-1948 models while the bodies were being manufactured by American Central. These tags disappeared when Willys began building them in-house in 1948. CJ-2A serial numbers at 10000 in 1945 and ended at 224764 in 1949. The number began with the prefix "CJ-2A", followed by a five or six digit serial number.

CJ-3A: The serial number was found on a plate mounted to the passenger side of the firewall in the engine compartment. In 1949 and 1950, the prefix was "CJ-3A"; in 1951, the "451-GB1" prefix was used, in 1951 "452-GB1" and in 1953 "453-GB1". In all cases, the prefixes were followed by a five-digit number, but in 1951-1953 the numbers reverted back to 10001 each year rather than accumulating year to year.

CJ-3B: The serial number was found on a plate mounted to the passenger side of the firewall in the engine compartment. The beginning prefix was "453-GB2" for 1953. It was followed in 1954 by "454-GB2." From 1955 to 1963 the prefix became 57348. In 1964 a four-digit number, 8105, was used to the end of CJ-3B production.

WAR-TIME JEEP SERIAL NUMBERS & PRODUCTION

Bantam War Time Serial Numbers and Production Totals					
Model	Year	Starting Serial Number	Ending Serial Number	Total Production	Notes
BRC-60	1940	01	70	70	The BRC was Bantam's prototype Jeep that went up against the Willys MA and the Ford GP to try to win the contract with the U.S. Government for the best designed jeep. It lost to Willys. The BRCs were produced in 3 batches, The first 70 (BRC60 aka Mark II, Mk II) had rounded noses. The more common BRC40s were produced in 2 production runs. The first batch of 1,175, and the 2nd batch of 1,430. Bantam built approx. 2,675 of them, from 1940 to 1941. Most were given to our allies. Serial #'s shown in red are based solely on surviving data plates, and not from company records. This indicates the highest known Serial No. at years end.
BRC-40	1941		2651	2,605	
BRC-40-4WS	1941			(50)	
~Total Jeeps Produced for WWII by Bantam				2,675	

Willys War Time Serial Numbers and Production Totals					
Model	Year	Starting Serial Number	Ending Serial Number	Total Production	Notes
Quad	1940			2	The Quad was Willys hand built test prototype. The MA was Willys prototype Jeep. It won Willys the contract with the U.S. Government by besting the Bantam BRC-40 and the Ford GP Prototypes. Willys built approx. 1,550 of them, all in 1941.
MA	1941	78401	79900	1,555	
MA - 4WS	1941	85501	85550	50	
MB	1941	100001	108598	8,598	Willys built approx. 361,339 MB's from late Oct. 1941 through late 1945. The first 25,808 MB's manufactured by Willys used a different grill than the stamped, pressed sheet metal grill one most people are familiar with. This "slat grill" grill was made out of flat steel stock welded together. The remaining stamped grill MB jeeps totaled 335,531 units.
MB	1942	108599	200022	91,424	
MB	1943	200023	293232	93,210	
MB	1944	293233	402334	109,102	
MB	1945	402335	459851	57,517	
~Total Jeeps Produced for WWII by Willys				362,841	

Ford War Time Serial Numbers and Production Totals					
Model	Year	Starting Serial Number	Ending Serial Number	Total Production	Notes
Pigmy	1940			2	The Pygmy was Ford's hand built test prototype.
GP	1941	8524	16603	4,458	The GP was Ford's Jeep prototype that went up against the Willys MA and the Bantam BRC40 to try to win the contract with the U.S. Government for the best designed jeep. Ford built 4,458 of them in 1941.
GP-4WS	1941			(50)	
GPW	1941	None	None	0	Serial #'s shown in red are based solely on surviving data plates, and not from company records. This chart indicates the highest known serial number at years end. Ford numbered their jeeps based on the serial number of the engine that was installed in them. However, engines were issued out of order, so there will be overlaps were lower serial numbers were issued after higher serial number GPWs had already left the plant.
GPW	1942	1	90837		
GPW	1943	90216	170336		
GPW	1944	170660	246405		
GPW	1945	247172	277825		
Total Jeeps Produced for WWII by Ford				281,448	

Checker Cab company built 2-3 Jeeps based on the Bantam BRC40
Chevrolet built 2 prototype jeeps in WWII.

Total Jeeps Produced for WWII = 647,870

Where do I find my WW2 Jeeps Serial Numbers?

All MB's and GPW's had serial #'s in 3 places

THE DATA PLATES ON THE GLOVE BOX DOOR

- The middle of the 3 plates on the glove box door (or dashboard on the early slat grill MB's, since Slatgrill MB's didn't have glove boxes) in front of the passenger is the plate with the serial number on it. These plates are often missing. The Nomenclature (center) plate has the vehicle identification information including; the Manufacturer (Willys or Ford), the Model (MB or GPW), the Serial Number, and the Date of Delivery (Date of Manufacture). These Data Plates were made out of Brass, Pot Metal, Steel, and Aluminum. Be very careful removing paint or straightening dents on your data plates because valuable information about your Jeep can easily be destroyed in the process.
- Early plates were Brass, were 3 pc. set, and were marked Quartermaster Corps.
- The data plates of some of the early quartermaster procured Willys MB jeeps have "QMC" stamped on the pad immediately after 'Make and Model: Willys MB'.
- Mid-war Jeeps were made of any combination of metals; Brass, Aluminum, Steel, Pot Metal in a 3 pc. set, marked Ordnance Department.

- Sometime in 1944, a 4th data plate was added to the set. The new plate was called the 'Shipping Plate' because it contained information needed to help boat & aircraft loaders plan for shipping jeeps and landing jeeps on beach head battlefronts. They were still made of any combination of metals; Brass, Aluminum, Steel, Pot Metal and marked Ordnance Dept.
- The data plates of some of the later ordnance department procured Willys MB jeeps have "ORD" stamped on the pad immediately after 'Make and Model Willys MB'.
- Some later Willys MB data plates are also stamped with an ordnance dept. 'Crossed Canons' stamp.
- No Ford GPW data plates are stamped with an ordnance dept. 'Crossed Canons' stamp, only Willys were.

- **THE LEFT FRONT FRAME RAIL**

All World War Two Military Jeeps had their Serial Number stamped on the front of the jeep on the left-side frame rail behind the front bumper on driver's side. The exact manner & location differed between a Willys Overland MB's and Ford's GPW Jeep.

- The Willys MB JEEP

The Willys MB jeep used a small aluminum or pot metal tag that was riveted with 2 rivets to the inside frame horn on the frame box reinforcement where the front most leaf spring shackle mounts. Ford jeeps did not have this 'box'. The Willys Frame Tags came in two sizes. The Early style was small and only contained the serial #. The Late style was larger and contained text as well as the serial #. The later tags had "Jeep" stamped on them in addition to the serial number. This tag is stamped with the serial number as "M B # # # # # #" (always 6 digits total after the MB). To locate the Willys tag, look on the inside of the left (driver's side) frame rail (frame horn) just behind the bumper, on the frame box reinforcement where the front leaf spring shackle mounts to the front frame horn - you almost have to stick your head in between the radiator grill and the bumper and then turn your head to driver's side to see the small tag riveted to the reinforcement plate that the leaf spring shackle attaches to. There, should be found the little metal (zinc) tag held in place with two small twist rivets. The serial number on this tag should match the serial number on your jeeps glove box data plates, but it will not match the Willys MB engine serial number on toe board gusset body number.

- The Ford GPW JEEP

The Ford GPW jeep had it's serial number stamped into the frame itself, on the top of the left frame rail. The numbers can be from 1 to 6 digits long and the sequence starts and ends with a 5 pointed star stamped into the frame. The format used on GPWs can run from ". GPW- # ." to ". GPW- # # # # # ." The serial number is normally found stamped on top of the frame between the front left shock absorber tower mount and the motor mount. To find the Ford type - open the hood, look on top of driver's side frame rail - stamped directly into the top of the frame - the serial number is usually found between shock mount & motor mount.* When I go looking for serial #s, I use a propane torch and a small wire brush (toothbrush size). These items are the best I know of to help in

locating the Ford GPW serial numbers because there is usually some grease, rust, dirt, and old paint to deal with. Hit the area with the torch until the paint bubbles. Then scrub with the brush. **WARNING: The hot melted paint will fall all over you, so wear old clothes and eye protection!!** Re-apply the heat and scrub till you get to bright shiny metal, and hopefully a serial number. Sometimes the stars are very faint, in fact, the whole stamping can be very light, so some care and good lighting will be required to uncover it. This serial number should match the glove box data plate serial number. *While the GPW serial number is normally visible in the engine compartment just forward of the engine mount bracket, examples exist where the Serial No. is located so far forward as to be stamped on the front bumper gusset (or area around it), OR as far back as where the body tub gusset mounts to the frame. Also, the GPW serial number seems to have been stamped while the chassis was in motion on the assembly line, and more often than not, the GPW Frame serial numbers are stamped crooked, off center, at angles, and at varying depths.

- **THE JEEP ENGINE BLOCK**

WWII Jeep engines also had a serial number stamped into a rounded boss on the passenger side of the engine block, behind the oil filter canister. It is on the right side of the engine, near the front of the block, just below the cylinder head, on a machined pad that is directly behind the oil filter and it is usually covered with grease, grime, and dirt.

- The Ford GPW JEEP Engine Serial Number

The Ford engine serial number is the jeep serial #, (as long as the engine hasn't been replaced). The numbers can be from 1 to 6 digits long and the sequence usually starts and ends with a 5 pointed star that is stamped into the boss. The format used on GPWs can run from ". GPW- # ." to ". GPW- # # # # # .". The Ford engine serial number is the jeep serial #, so as long as the engine hasn't been replaced, the GPW engine serial number should exactly match both the GPW data plate serial number and the GPW frame serial number.

- The Willys MB JEEP Engine Serial Number

Willys jeep engine serial numbers are of marginal help. The Willys engine serial numbers do NOT match the jeep's data plate serial numbers, nor the frame serial numbers, even if it is the original factory installed engine that is still in the vehicle. This is because Willys engines were taken out of the production line as needed and put into portable power generators, searchlight units, and welders. This meant that gap between the serial number of the engines and the serial number of the jeeps they went into got farther and farther apart as time progressed because more and more engines were taken off the jeep line and put into something else other than a jeep. The engine boss or pad is stamped with the serial number as "M B # # # # #" (always 6 digits total after the MB).

- **BODY TUB SERIAL NUMBERS**

- The Willys MB JEEP

Willys MB body tubs are stamped with a serial number on the driver's side toe board gusset. This large triangular brace is welded on the body tub inside the engine compartment on the lower portion of the firewall. The body tub serial number stamping is in a 6 digit format in rather large size characters. The Body Tub Serial Number does not match the data plate serial number, the frame serial number, or the engine serial number. It is so far of little to no use in determining your jeeps real serial number.

- The Ford GPW JEEP

The GPW bodies built by Ford in house did not have a body tub serial number stamped into the toe board gusset. The GPW bodies built by American Central Manufacturing (ACM Type 2 body) for Ford starting at the end of 1943 did have a body tub serial number stamped into them. These ACM bodies built for Ford are stamped with a serial number on the driver's side toe board gusset. This large triangular brace is welded on the body tub inside the engine compartment on the lower portion of the firewall. The body tub serial number stamping is in a 6 digit format in rather large size characters. The Body Tub Serial Number does not match the data plate serial number, the frame serial number, or the engine serial number. It is so far of little to no use in determining your jeeps real serial number.