

TM5-9084

**WAR DEPARTMENT
MAINTENANCE MANUAL
AND PARTS CATALOG**

**TRAILER, DUMP, 2 WHEEL
 $\frac{1}{2}$ TON, AIRBORNE.**

CONVERTO MANUFACTURING CO.

PITTSBURGH, PA. & CAMBRIDGE CITY, IND.

MAY 31, 1943

TM5-9084

WAR DEPARTMENT

TM5-9084, Maintenance Manual and Parts Catalog, Trailer, Dump, 2 Wheel, Airborne, published by the Convento Manufacturing Company, is furnished for the information and guidance of all concerned.

(AG 062.11 (4/26/41) PC (C), June 10, 1941.)

**G. C. MARSHALL,
Chief of Staff.**

Official:

**J. A. ULIO,
Major General,
The Adjutant General.**

COMBINED
MAINTENANCE MANUAL

and

PARTS CATALOG

for

TRAILER, DUMP, 2 WHEEL
1/2 TON, AIRBORNE

Manufactured for

CORPS OF ENGINEERS

by

CONVERTO MANUFACTURING COMPANY

PITTSBURGH, PA., & CAMBRIDGE CITY, INDIANA

UNITED STATES OF AMERICA

THIS BOOK COVERS:

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FOREWORD

This vehicle is designed to save time and labor. Its general usages may be described briefly as fitting into two classes. (1) General cargo work such as requires the use of a small trailer, and (2) a trailer that will dump, for particular use in moving earth, soil and other matters that can more easily be unloaded by dumping.

The proper use of this trailer will save valuable man hours. It has been thoroughly inspected, and like any other piece of equipment, to maintain it in proper operating condition, common sense should be used in handling the equipment. It should not be overloaded.

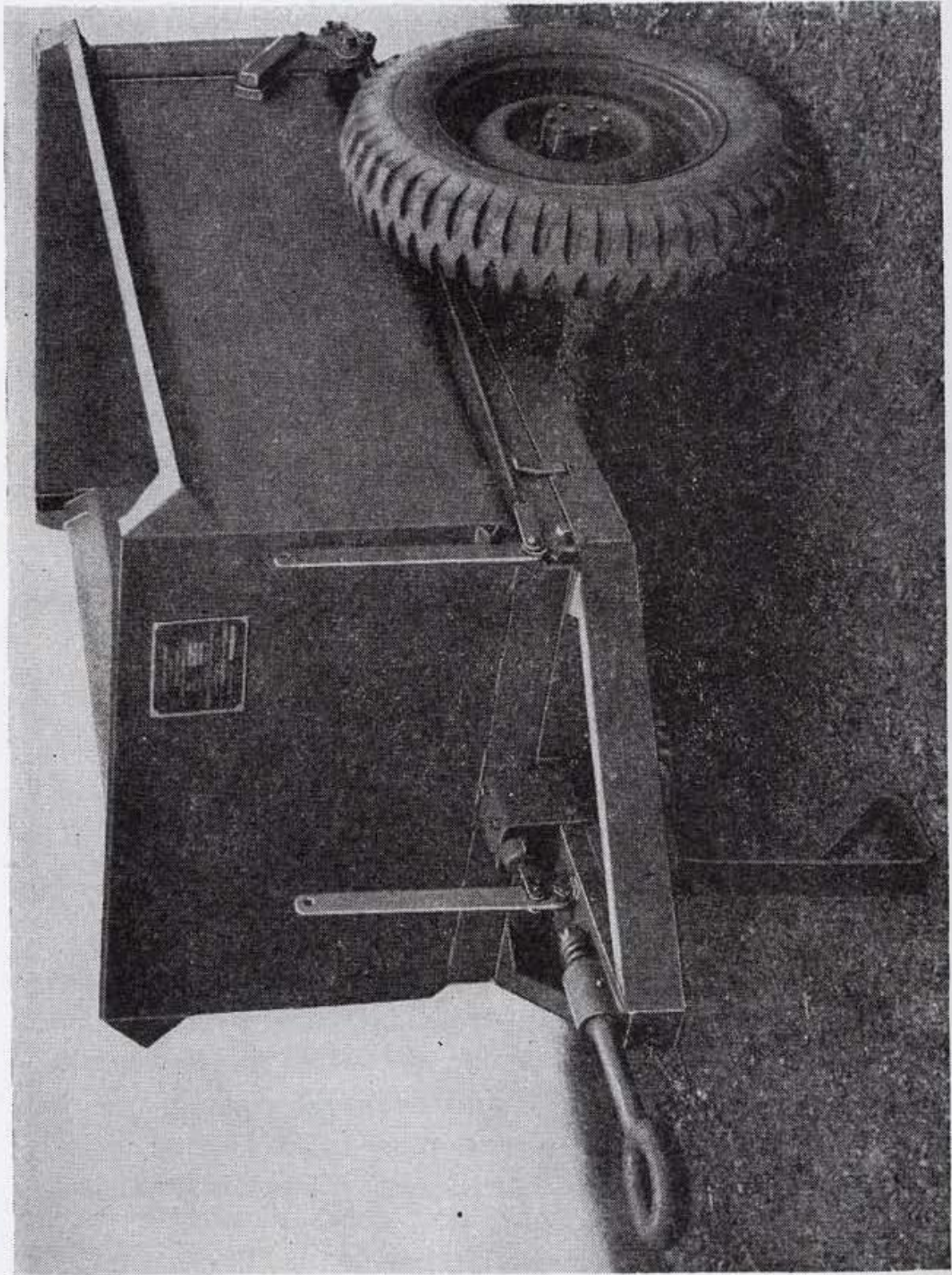


PURPOSE

In the following pages we have described how to take care of this unit and handle it in such a way that it will give maximum service and dependable performance. These instructions are published for the information and guidance of those units or individuals having charge of the operation, maintenance and repair of this equipment. They include descriptions of the trailer, as well as instructions for its operation, inspection and maintenance.

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GENERAL VIEW OF DUMP TRAILER

PART I

OPERATOR'S MANUAL

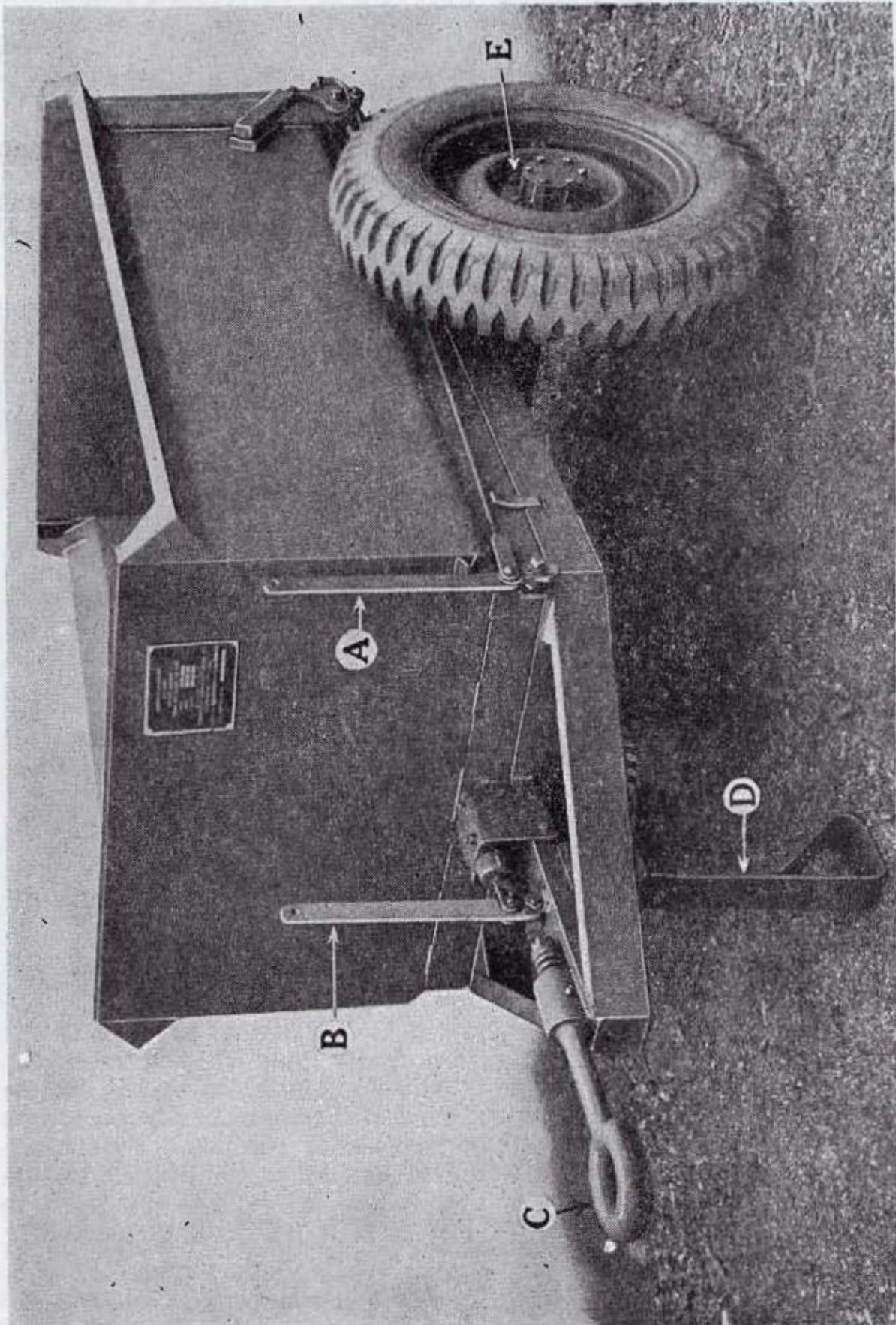


ILLUSTRATION 1

DESCRIPTION OF EQUIPMENT

The CONVERTO Dump Trailer

What it is:—A two wheeled pneumatic-tired, 1/2 ton, all steel trailer for both general cargo and dumping duties.

What it comprises:—Its components, 9 sub-assemblies.

1. Frame Assembly
2. Wheel and Axle Assembly
3. Stanchion Assembly
4. Lunette Eye Assembly
5. Body Assembly
6. Dump Release Assembly
7. Tailgate Assembly
8. Tailgate Trip Assembly
9. Tailgate Lock Assembly

Coupling the Trailer

Due care should be exercised when coupling or uncoupling the trailer so that it will not get out of control.

A rope (not furnished) should be run through the hole at the top of "A" & "B" (Illustration 2). This rope should be long enough to reach the motivating vehicle. It is for convenience in dumping the trailer and in operating the tailgate.

To couple-up the trailer to a jeep, lift up the pintle hook lock, and raise the latch of the jeep. Raise the tongue of the trailer and place the Lunette Eye (Illustration 1, C) in the hook. Close the pintle hook and be sure that the lock is down in place.

Operating the Stanchion

After the trailer has been coupled to the jeep or truck, pull out the Stanchion "T Pin" (Illustration 4, E, Page 7) and raise the Stanchion (Illustration 1, D) to a parallel position with the tongue of the trailer. The Stanchion "T Pin" will automatically be drawn back to position when the proper position is reached. Before uncoupling trailer, pull Stanchion "T Pin" and lower the Stanchion to a 90 degree angle to the tongue of the trailer. As soon as this position is reached, release Stanchion "T Pin" and it will lock in place.

Using the Trailer

When using the trailer for cargo work, the permanent body lock (Illustration 2, C and H) should be fastened. This acts as a safety catch to make certain that the body will remain in a parallel position

to the frame. A hole in the tailgate permits the attachment of a nozzle and the ultimate distribution of liquids (from their own container) carried in the trailer. When not used for this purpose, a cover plate (Illustration 3, E) is attached to the rear of the tailgate as are slots for holding the cover plate.

When the trailer is to be used for dumping, the permanent body lock (Illustration 2, H) should be released. This is an added safety lock. It can be released by unscrewing the Permanent Body Lock Thumb Nut until the Permanent Body Lock Bolt clears the Permanent Hold Down Strike. (Illustration 2, C).

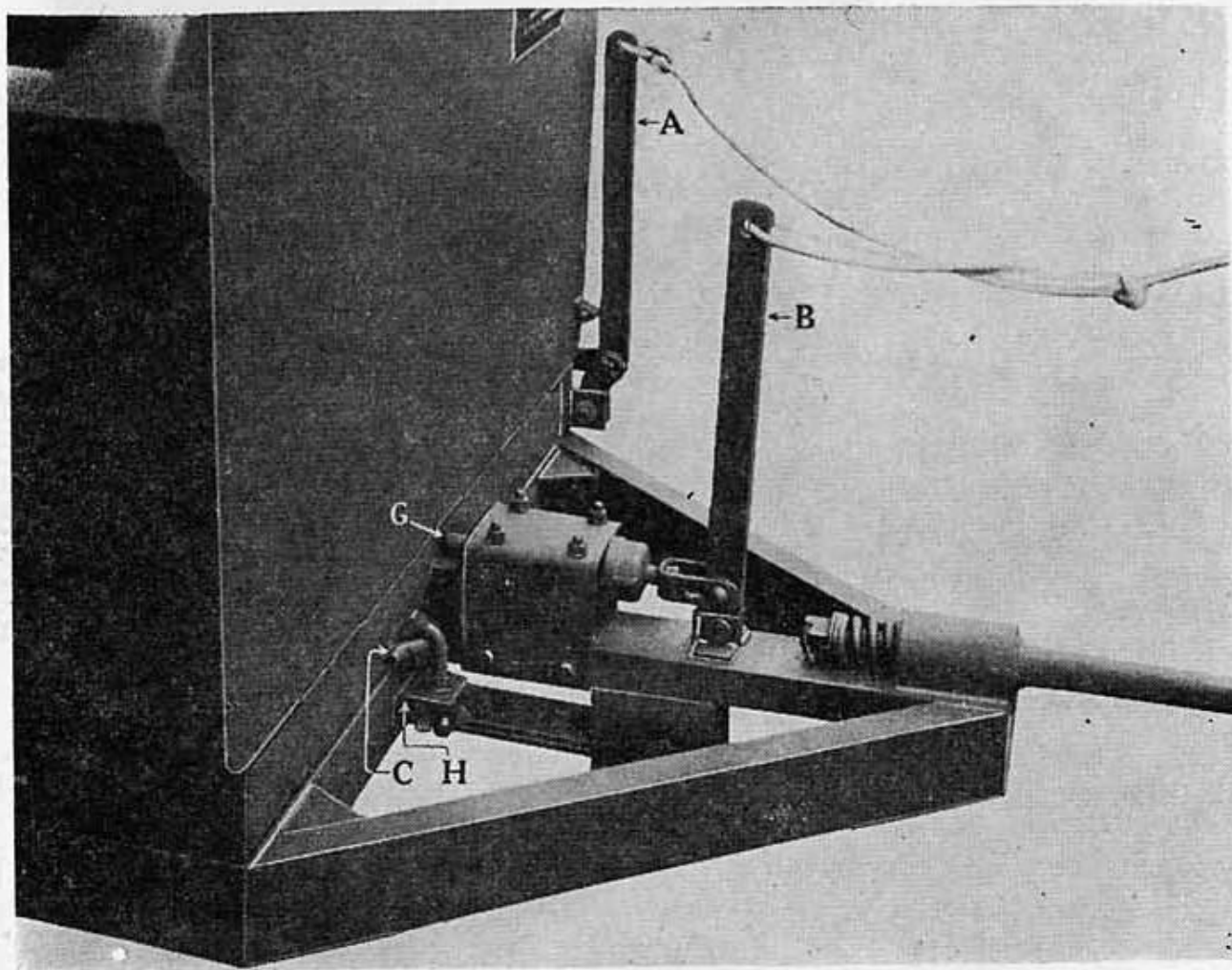


ILLUSTRATION 2

Dumping the Trailer

The trailer is dumped by activating the dump release assembly. This is accomplished by pulling the dump release assembly lever forward. You may do this either by pulling the lever forward manually or by manually pulling a rope attached at "B" (Illustration 2). This releases the body dumping catch shown at "G" (Illustration 2). To bring the body back to its original position, pull down on the front of the body bin until it is in a horizontal position and the plunger rests on the strike.

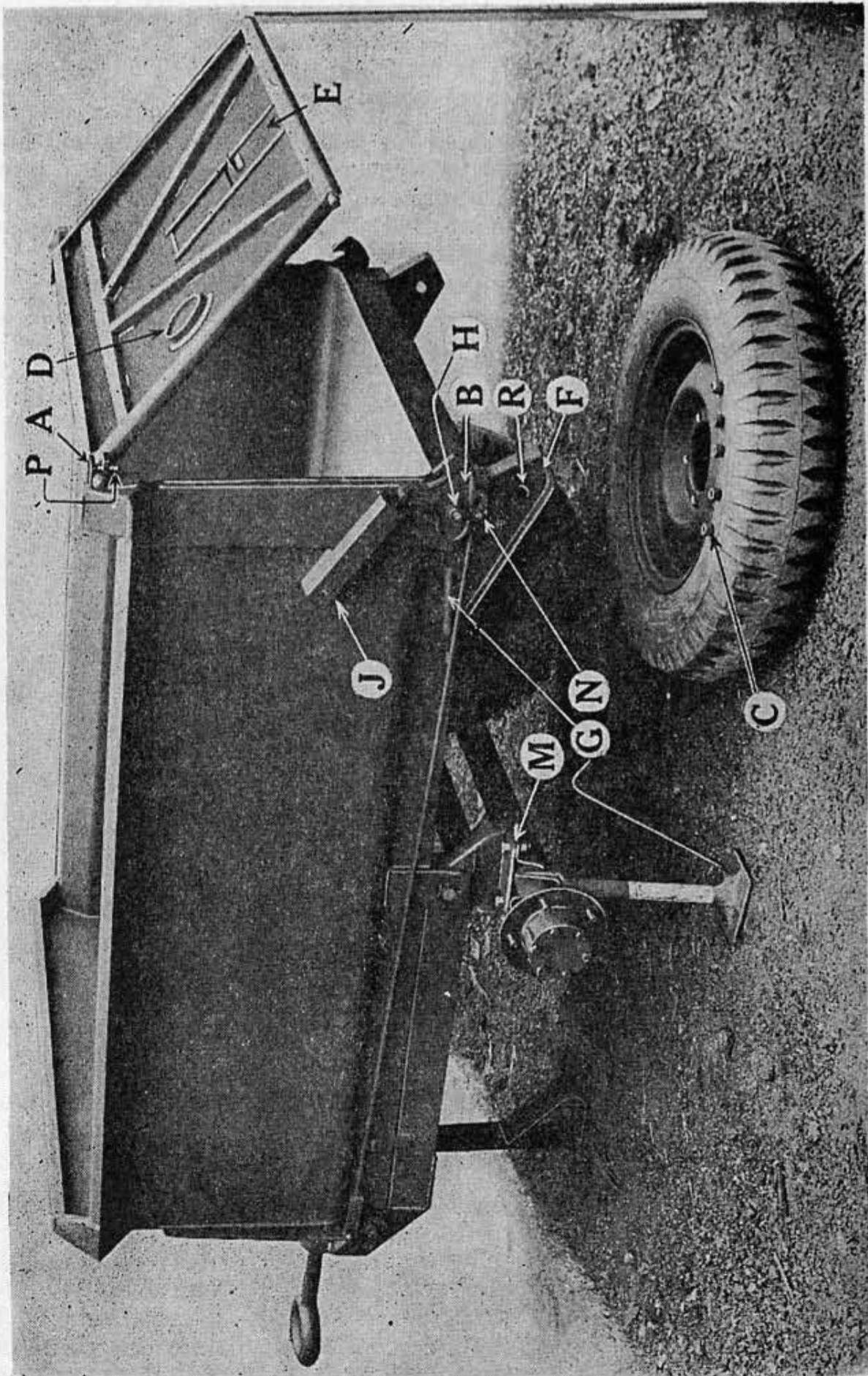
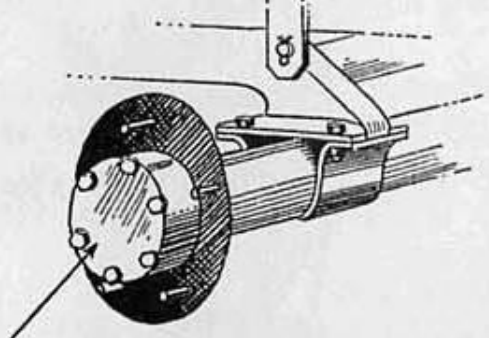
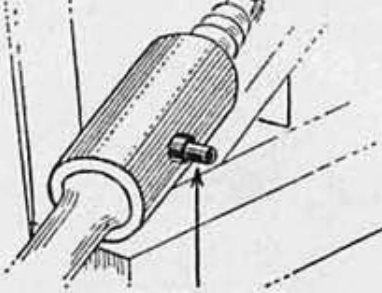
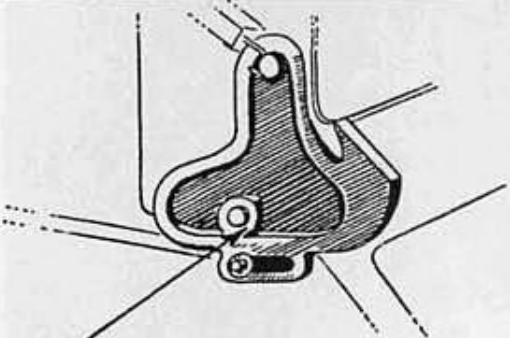
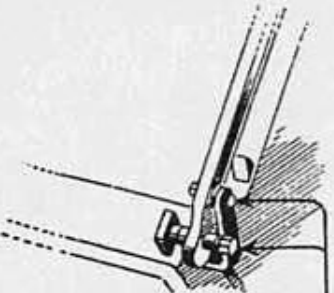
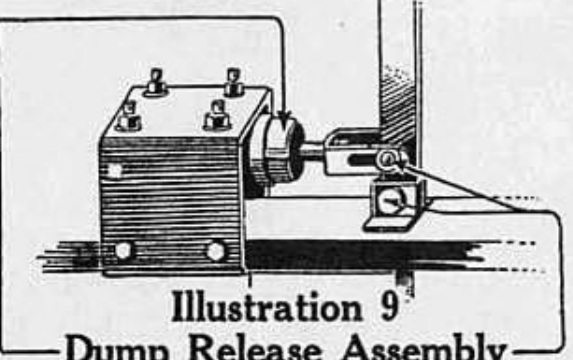
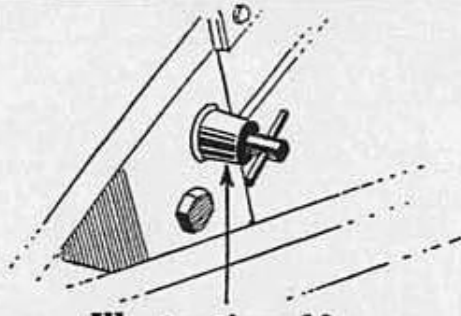
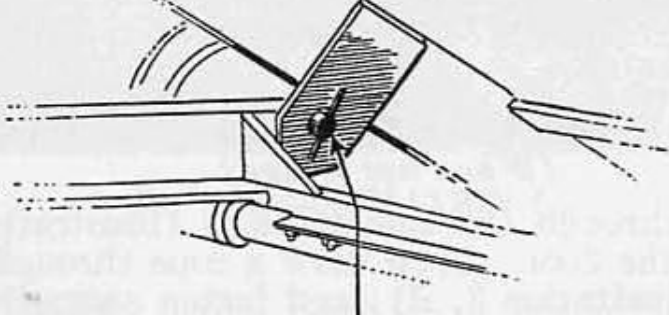


ILLUSTRATION 3

Operating the Tailgate

The tailgate is opened by activating the Tailgate Trip Assembly. This is accomplished by pulling the Tailgate Trip Assembly Handle forward. You may do this by either pulling the handle forward manually or by manually pulling the rope attached at A (Illustration 2). When the tailgate is closed, it is automatically locked in place at the tailgate catch (Illustration 3, B).

LUBRICATION POINTS
(See Lubrication Chart Next Page)

 <p>Illustration 5 Wheel Bearings</p>	 <p>Illustration 6 Zerk Fitting on Lunette Eye Assembly</p>
 <p>Illustration 7 Tailgate Catch</p>	 <p>Illustration 8 Trip Handle Assembly</p>
 <p>Illustration 9 Dump Release Assembly</p>	 <p>Illustration 10 T Pin on Stanchion Assembly</p>
 <p>Illustration 11-Hinge Axis Pivot Pin</p>	

Lubrication Chart

<i>Illustration</i>	<i>Part to Be Lubricated</i>	<i>Lubricant Interval</i>	<i>Lubricant</i>
5	Wheel Bearings	5000 Miles or Every 6 Mos.	WB-2 Grease, Wheel Bearing No. 2
6	Lunette Eye Assembly	1000 Miles or Monthly	CG-1, General Purpose Grease No. 1 or O
7	Tailgate Catch	1000 Miles or Monthly	OE30, Oil, Engine, SAE 30 above 32° F. OE10, Oil, Engine, SAE 10, below 32° F.
8	Tailgate Trip Handle	1000 Miles or Monthly	
9	Body Dumping Assembly	1000 Miles or Monthly	
10	Stanchion Assembly	1000 Miles or Monthly	
11	Hinge Axis Pivot Pin	1000 Miles or Monthly	

TIRE PRESSURE - - - 35 Lbs.

Lighting the Trailer (By Reflector)

A K-D Reflector (Illustration 3, D), is on the tailgate of the CONVERTO DUMP TRAILER.

Dimensions of the Trailer

Weight	-----	636 pounds
Length	-----	93½ inches
Height	-----	45½ inches
Width	-----	56 inches

Preparing the Trailer for Storage

Jack up trailer and remove tires from wheels. Keep tires in a cool dark room. Since painting is a preservative, the only parts that need additional treatment are the unpainted materials on the trailer. These should be treated with a few drops of oil or a thin film of grease. Particularly is this important in the following: Bearings and plunger in the body dump release mechanism, the spring plunger in the lunette eye assembly, and the bearing blocks in the tailgate release assembly.

Rigging Points When Transporting the Trailer (When not crated)

Draw a rope through the Lunette Eye (Illustration 1, C) and fasten securely to the floor. Then draw a rope through the holes in each skid plate (Illustration 3, R); and fasten securely to the floor.

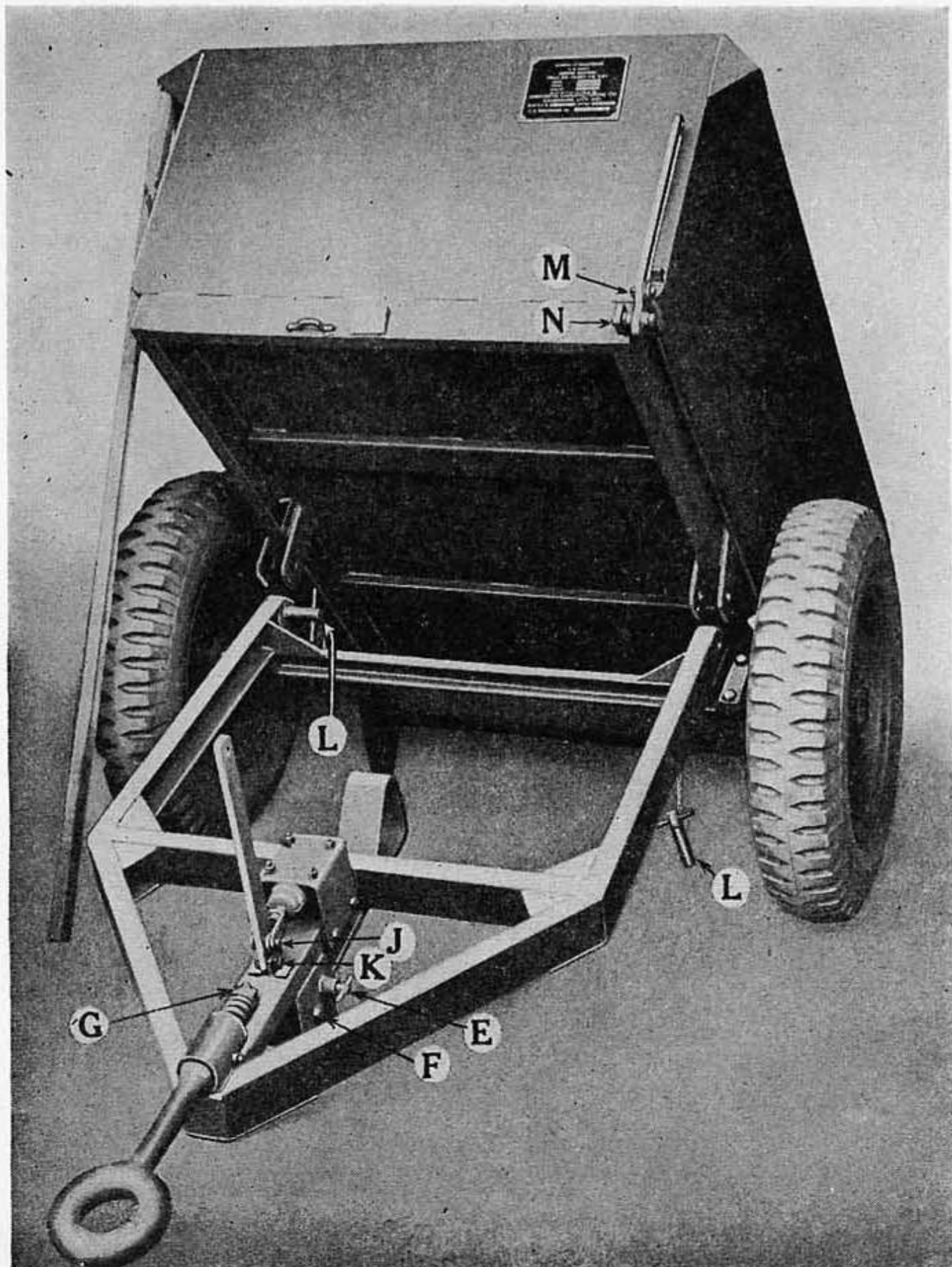
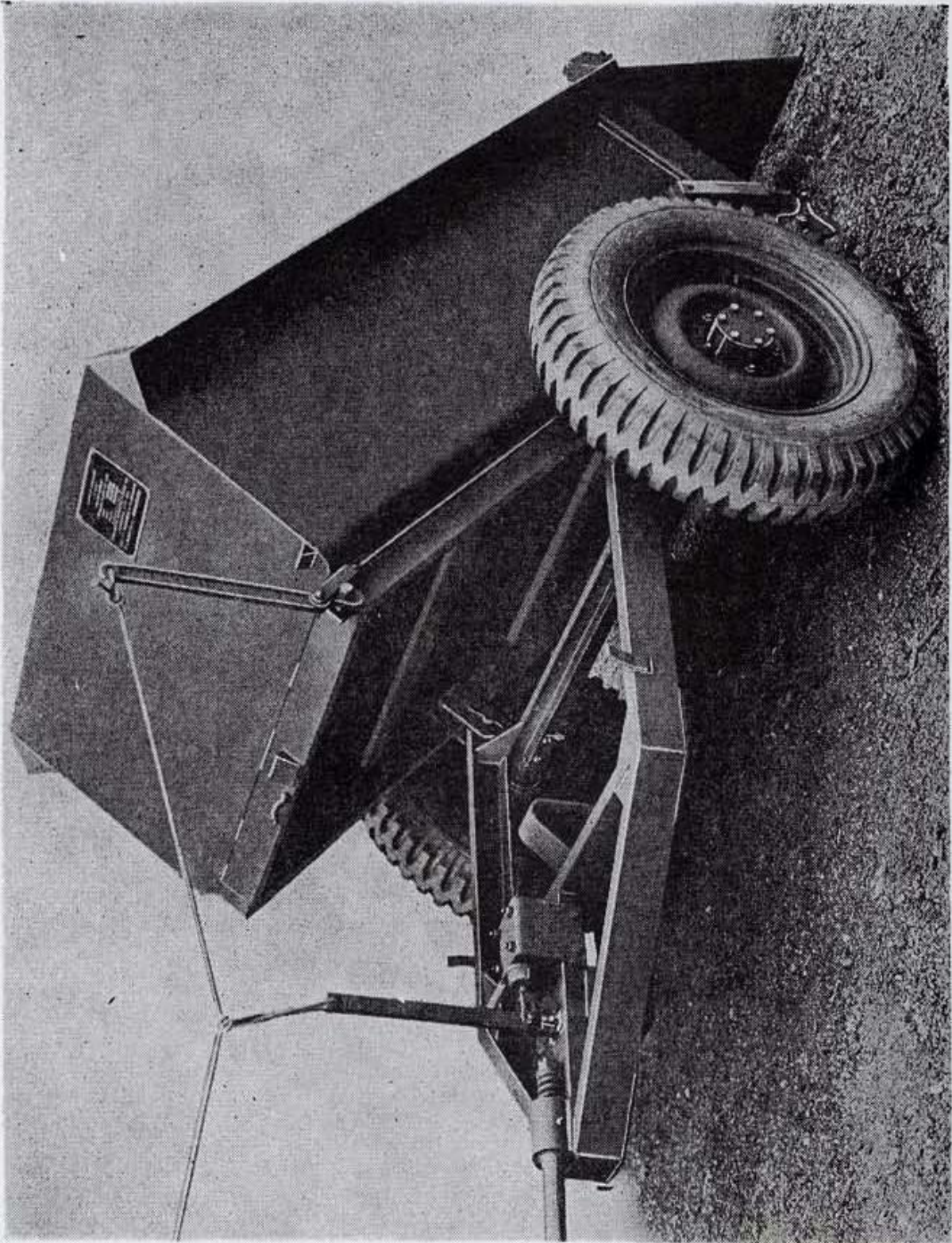


ILLUSTRATION 4



VIEW OF TRAILER SHOWING DUMPING ANGLE

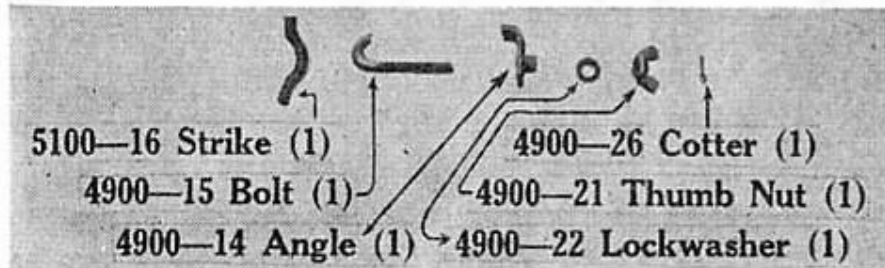
PART II

MAINTENANCE MANUAL

1. The Frame Assembly

THE FRAME—is an all steel construction and consists principally of two 3 inch channels, parallelly placed, with a front lateral tie of 3 inch channel and a rear lateral tie of 2 inch channel, reinforced with 11 gauge vertical gusset braces. Due to its rugged design and materials, the frame normally should require very little attention. Vehicles which have been in an accident of any serious nature which may result in sprung parts should be carefully checked for proper alignment to avoid tire wear. Excessive tire wear or the swaying of the trailer may indicate a sprung or misaligned frame. The most convenient way to check alignment is to turn the trailer bottom side up and checking should be done from the front of each frame side-rail and also from the rear end. The tongue should also be checked at the same time.

If the Permanent Body Lock Angle (Illustration 2, H) should be knocked off, a new one can be welded into place. It is also a simple matter to replace the Permanent Body Lock Bolt or Permanent Body Lock Thumb Nut, in the event they are lost or broken.



PERMANENT HOLD DOWN LOCK

A Zerk Fitting is on the front end of the frame (Illustration 6). It should be lubricated with a Zerk Gun every 1000 miles or monthly. Use CG-1, General Purpose Grease, No. 1 or O for lubrication.

2. Wheel and Axle Assembly

A. WHEEL ASSEMBLY

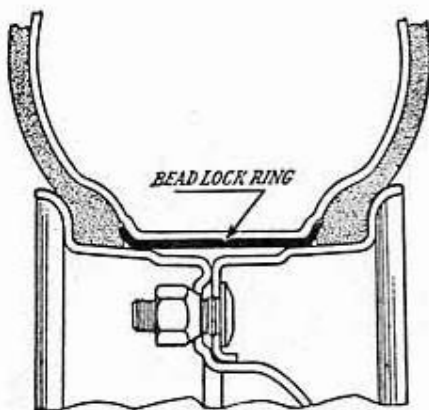


ILLUSTRATION 12

Removing Tires from the Wheel

First, let the air escape from the tire by removing the valve stem core. Then insert the tire tool in the slot of the rim and pry down while tapping the opposite side of the rim with a hammer. When reinstalling the tire, inflate the tire before installing and make sure that the bead lock ring (Illustration 12) is properly fitted into the groove.

Care and Inspection of Tires

It is recommended that an air pressure of 35 pounds be maintained on these tires. The pressure should be checked every 500 miles or every 5 days. Wheels should be checked to insure they are running true, and that all stud nuts are tight.

Removing Wheels from Hub

Lower stanchion to support the front end of the trailer. Next, place blocks under front and rear of opposite wheels. Then loosen the stud nuts (Illustration 1, E), about a quarter of a turn. Place jack under axle and elevate. Remove stud nuts and pull off wheel.

Replacement of Worn or Broken Studs

First, remove the wheel from the hub. Next, remove jam nut from the stud which is to be replaced. (Jam nuts are located on the back side of the hub). Then using a $\frac{1}{2}$ inch punch, drive out the stud or studs, driving from the back side. Finally place new stud in position with the shoulder placed so that it will fit into the groove in the hub as it is driven into position.

Caution: Studs marked "L" should be used only on the left wheel which is on the left side of the trailer when the observer stands facing the direction of travel. Studs marked "R" should be used only on the right wheel. If studs are used on wrong wheel, the nuts will work loose and wear out or break the studs, and the wheel will come off.

Wheel Bearings

The wheels are carried on two opposed tapered roller bearings. Bearings are adjustable for wear and their satisfactory operation and long life depends upon periodic attention and correct lubrication. To

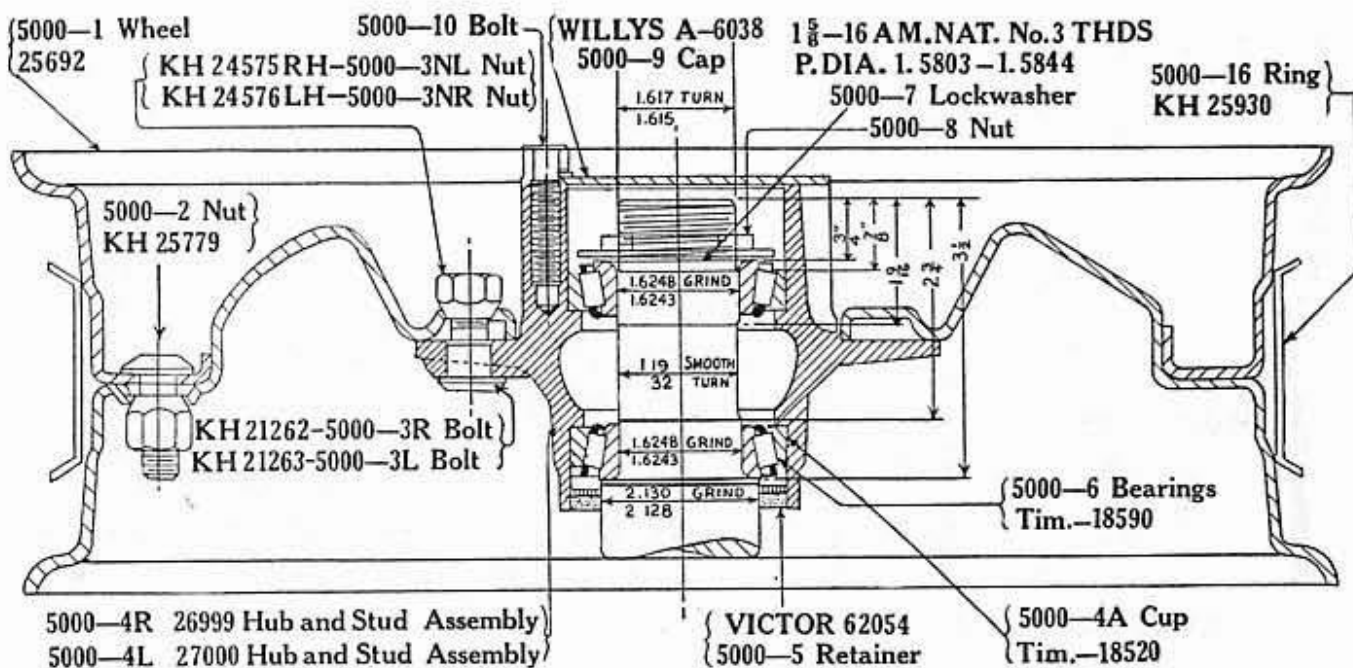


DIAGRAM OF THE TRAILER WHEEL

test whether adjustment is necessary or not: (1) raise the trailer with a jack so that tires clear the floor. (2) With hands, test the side-wise shake of the wheel. If bearings are adjusted too loose, the shake of the wheel will be perceptible. If bearing adjustment is too tight, the bearings will bind and the rollers may break or become overheated.

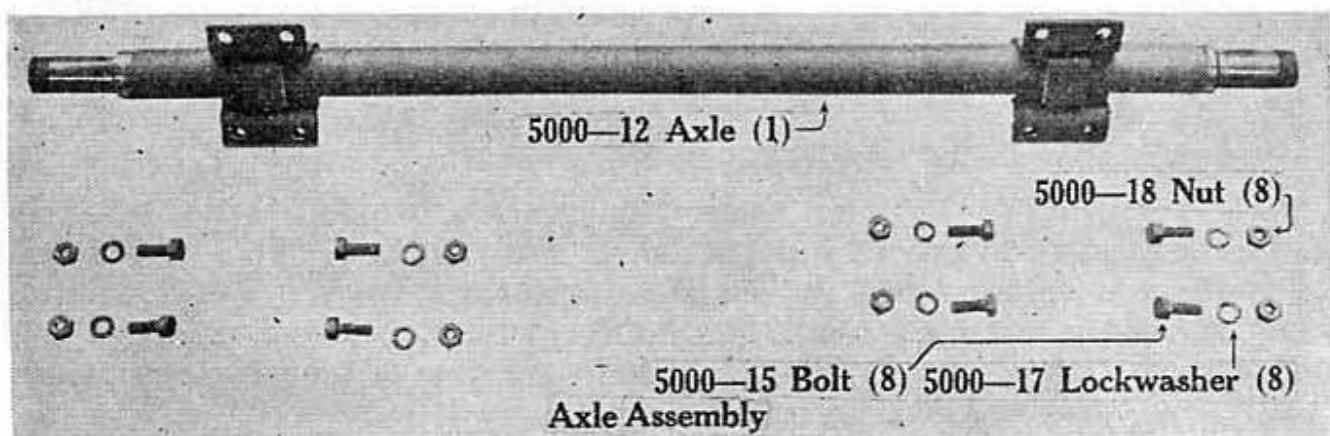
- To adjust:
1. With wheels still on jack, remove hub cap.
 2. Tighten adjusting nut until wheel binds, at the same time rotating the wheel to make sure all bearing surfaces are in proper contact.
 3. Then back off nut about 1/6 turn or more if necessary, making sure wheel rotates freely.
 4. Replace locknut.
 5. When hub is completely assembled, test wheel shake before removing jack.

When replacing hubs, the hubs with the right hand threaded studs are placed on the right hand side. Those with the left hand thread, on the left side.

It is recommended that every 5,000 miles, or every six months, the wheels be removed and cleaned, the bearings repacked with new grease (WB-2, wheel bearing grease). If the grease seals are damaged or the bearings or bearing cups are pitted, they should be replaced.

B. AXLE ASSEMBLY

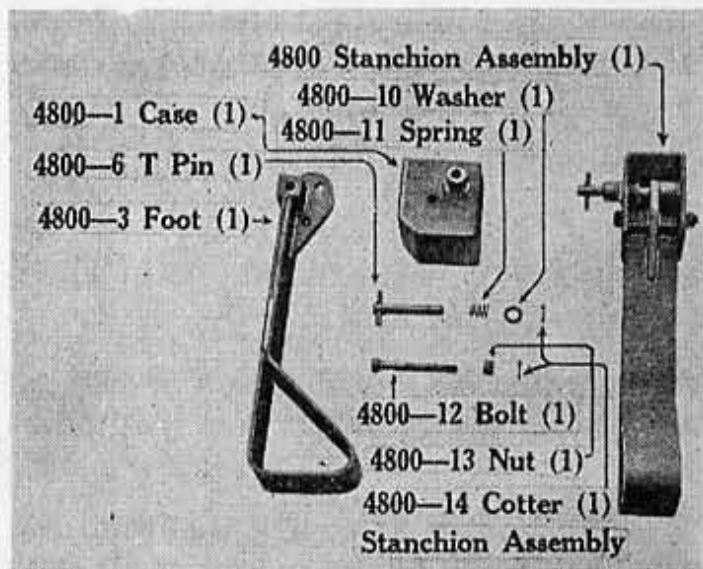
If the trailer "whips" or the tires become excessively worn or scuffed on the inside or outside of the trailer, the difficulty may be due to a loose wheel, shifting of load, or a bent axle. First, check to see that the load is properly distributed. Then check the stud nuts on both wheels to see that they are tight and that both tires are inflated to the correct pressure of 35 pounds. If the whipping persists after checking the above features, then the trouble may be due to a sprung axle. Inasmuch as the axle cannot be straightened except in a well equipped shop with a power press, if this occurs in the field, it is best to replace the axle.



Replacing the Axle

Lower stanchion to support the front end of the trailer. Solidly jack up the body at the rear. Next, take off the wheels. Loosen bolts and nuts (Illustration 3, M). This will free the axle from the frame. To install a new axle, reverse procedure.

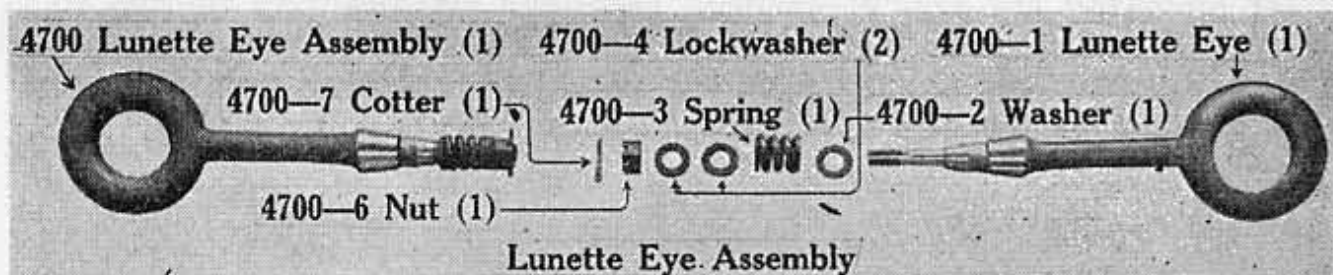
3. The Stanchion Assembly



The stanchion is easily replaceable. To do this, jack up frame, remove cotter pin attached to reverse side of bolt at (Illustration 4, F). Then remove castellated nut and pull bolt out. Next, pull out cotter key on opposite side of "T Pin" (Illustration 4, E). This will permit the "T Pin" to be withdrawn and the stanchion leg can then be pulled out. To install, reverse procedure. Oil every 1000 miles with engine oil as specified in lubrication chart, page 6.

4. The Lunette Eye Assembly

The Lunette Eye is of a swivel type which relieves much strain on the Jeep and Trailer. To remove Lunette Eye, pull out cotter pin (Illustration 4, G) then unscrew nut. Pull off washers and spring and then pull out Lunette Eye. To install, reverse procedure. There is a Zerk Fitting on the Lunette Bearing Block which is attached to the frame. Grease every 1000 miles or monthly with CG Grease 1 or O, as specified in Lubrication Chart, Page 6. (See also Illustration 6, Page 5.)



5. The Body Assembly

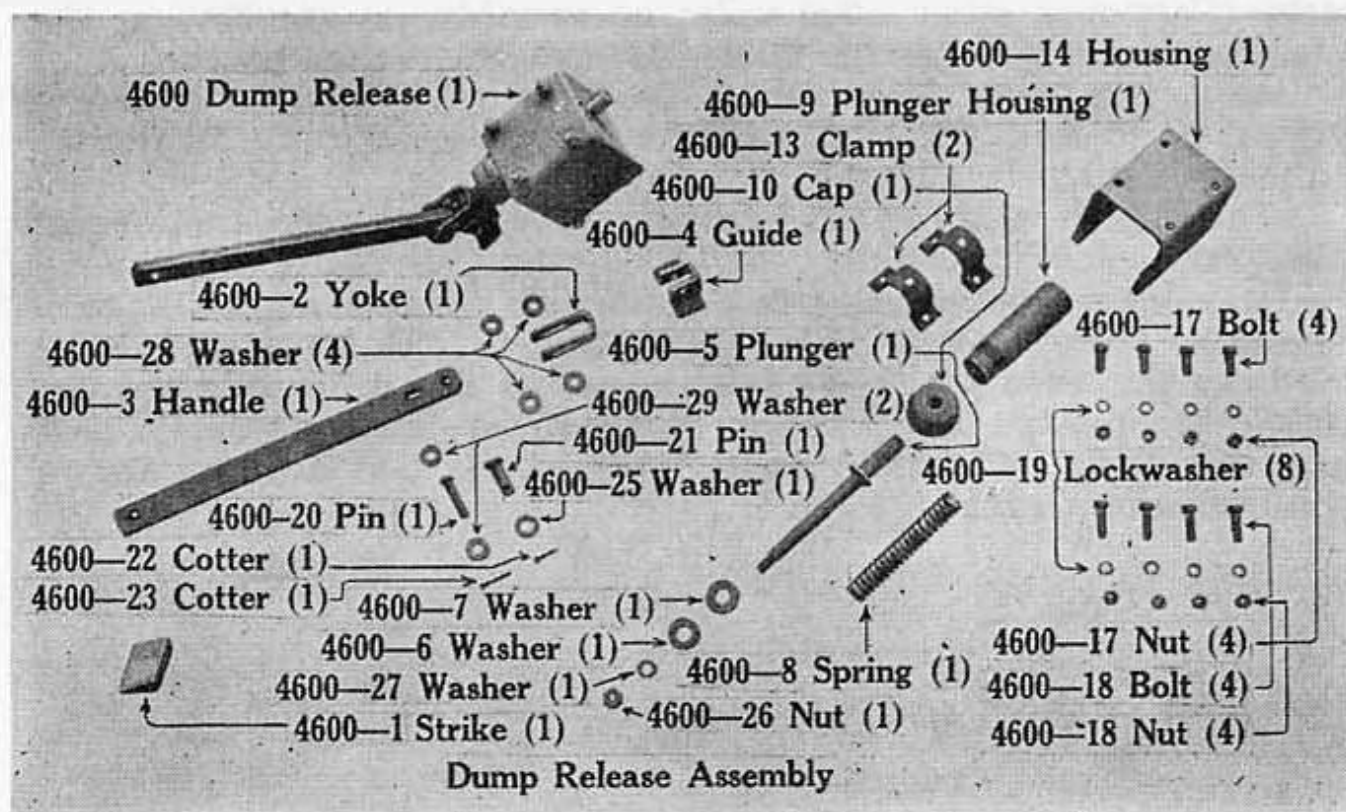
THE BODY—is of all steel construction, welded into one unit. A minor dent in it can be hammered or pounded out. To remove the body from the frame, pull out "T Pins" (Illustration 4, L) and elevate body from the frame.

In case such abutments as the Tail Gate Hinges (Illustration 3, A), Permanent Hold Down Strike (Illustration 2, C), Dump Release

Strike (Illustration 2, G), or Body Skid Plates (Illustration 3, F) are knocked off, new ones should be welded into place. Other abutments pertaining to Tailgate Lock and the Tailgate Trip Assembly will be treated under the heading of "Tailgate Apparatus."

6. Dump Release Assembly

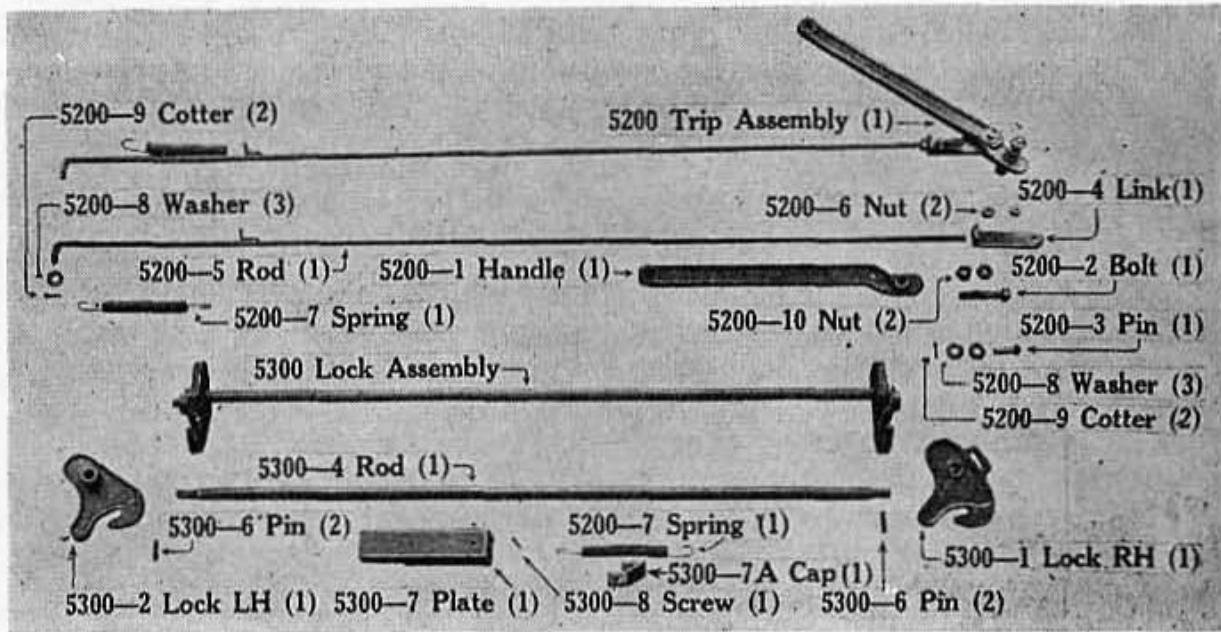
Refer to Illustration below to get a complete view of each of the parts and their functions, also their proper positions and how to replace them. It is hardly likely that any replacements will be necessary with the exception of the trip handle or spring. The handle is replaced by pulling out cotter pins (Illustration 4, J and K). This will release bolts and the body trip handle is then easily extracted. To install, reverse procedure. The spring is replaced by removing nut (4600-26) taking off washer (4600-27), then, removing the Plunger Housing Cap (4600-10) and taking off washer (4600-6). Then pull out spring. To install, reverse procedure. This assembly should be oiled every 1000 miles or monthly with the type of lubricant as specified in the lubrication chart on Page 6.



7. The Tailgate Apparatus

To remove tailgate, remove cotter pin at "P" (Illustration 3). Then pull out pins. Lift out the tailgate. To install, reverse procedure. To replace the tailgate reflector (Illustration 3, D) insert chisel and knock off. To replace, spotweld new reflector in place.

To replace the tailgate catch castings, drive out pins (Illustration 3, H). Release Spring Attachment and pull off. In replacing these castings, make certain that the left tailgate catch casting is put on the left side of the trailer, and the right tailgate catch casting

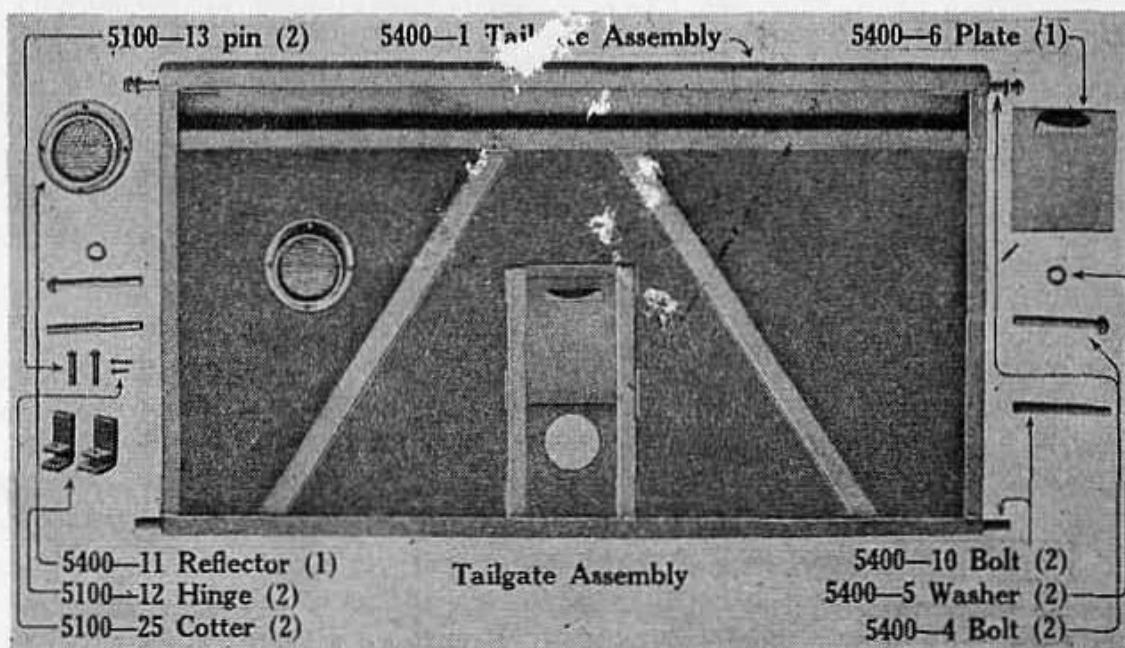


TAILGATE TRIP AND TAILGATE LOCK ASSEMBLY

is put on the right side of the trailer. A few drops of oil on the moving parts (Castings) every 1000 miles or monthly, as specified in the lubrication chart on Page 6, will assist greatly in the operation. To replace spring found under spring cover plate (Illustration 3, J) unscrew P.K. screw at top of cover plate, remove outer cap, and replace with new spring.

The tailgate trip rod can be replaced by removing the cotter pin (Illustration 3, N) and then releasing spring (Illustration 3, G).

To replace the tailgate trip handle, pull out cotter pin (Illustration 4, M) then unscrew nuts (Illustration 4, N). This will release bolts and the lever can then be extracted. A few drops of oil at the base of the tailgate trip handle (Illustration 8, Page 5) every 1000 miles or monthly will greatly assist in operation. Use lubricant shown in Lubrication Chart on Page 6.



REPARATION OF RENTALS
PART III

PART III

SPARE PARTS

PREPARATION OF REQUISITIONS

SAMPLE COPY FOR USE IN THE PREPARATION OF REQUISITIONS

State **PERIOD** designation by use of one of the following terms:

- (1) "INITIAL" - first requisition of authorized allowances.
- (2) "REPLENISHMENT" - subsequent requisitions to maintain authorized allowances.
- (3) "SPECIAL" - requisitions for necessary repairs not covered by allowances.

Emergency requisitions sent by telephone, telegraph, or radio must always be confirmed immediately with requisition marked: "Confirming (state identifying data)"

Prepare a separate requisition for each different machine. Type "SPARE PARTS" in upper right hand corner of requisition form.

WAR DEPARTMENT
U. S. C. FORM NO. 600
Revised Apr. 4, 1943

(S A M P L E)
REQUISITION

SPARE PARTS

To: Engineer Supply Officer, of Sheets 1 Sheet No. 1
Columbus Quartermaster Depot, COLUMBUS OHIO
Requisition No. E-531-3-43 Date June 16, 1943 Period Special

SHIP TO Engineer Property Officer, Pine Camp, New York
MARKED FOR: Engineer Supply Officer, 602nd Ingr. Bn., Pine Camp, N.Y.

Requisitioned By (show Signature, Rank, Organization, Destination. If different from "ship to" include address):

Robert E. Roe
Robert E. Roe,
Major, C.E.,
Engineer Property Officer.

APPROVED BY:

John E. Doe
John E. Doe,
Col., C. E.,
Executive Officer

ARTICLE NO.	ARTICLES	UNIT	ON HAND AND DUE	CONSUMED	REQUIRED	APPROVED
<u>PARTS FOR TRAILERS, 3/4 TON, 2-WHEEL, DUMP AIRBORNE</u>						
<u>USA REGISTRATION NUMBER 0545980</u>						
Basis: <u>Repair of Disabled Equipment.</u>						
Delivery is requested by <u>August 20, 1943.</u>						
<u>CONVERTO DUMP RELEASE PARTS</u>						
4600-2	YOKE	ea	0	1	1	
4600-3	HANDLE, Body Trip	ea	0	4	4	
4600-6	WASHER, Plunger Bolt	ea	0	4	4	
<u>CONVERTO LUNETTE EYE ASSEMBLY</u>						
4700-1	EYE, Lunette	ea	0	2	2	
4700-3	SPRING, Compression	ea	0	2	2	
<u>CONVERTO STANCHION ASSEMBLY</u>						
4800-1	CASE, Stanchion	ea	0	1	1	
4800-3	FOOT, Stanchion	ea	0	1	1	
<u>CONVERTO FRAME ASSEMBLY</u>						
4900-25	PIN, Axis Pivot	ea	0	1	1	
NONEXPENDABLE ARTICLES SHOWN HAVE BEEN PLACED ON I & I REPORT (REPORT OF SURVEY, O.K. STATEMENT OF CHARGES).						

Give complete shipping instructions. Special instructions for packing, marking, routing, etc. should be given at the end of the requisition.

State proper nomenclature of machine, and make, model, serial number and registration number

State basis or authority, and date delivery is required, immediately below description of machine.

State manufacturers' parts numbers and nomenclature descriptions accurately and completely. Do not use abbreviations.

Group parts required under group headings as shown in manufacturers' parts catalogs.

Double space between items.

Nonexpendable items must be accounted for.

PREPARATION OF REQUISITIONS

A sample requisition in the correct form for submission by the Engineer Property Officer is shown on the opposite page.

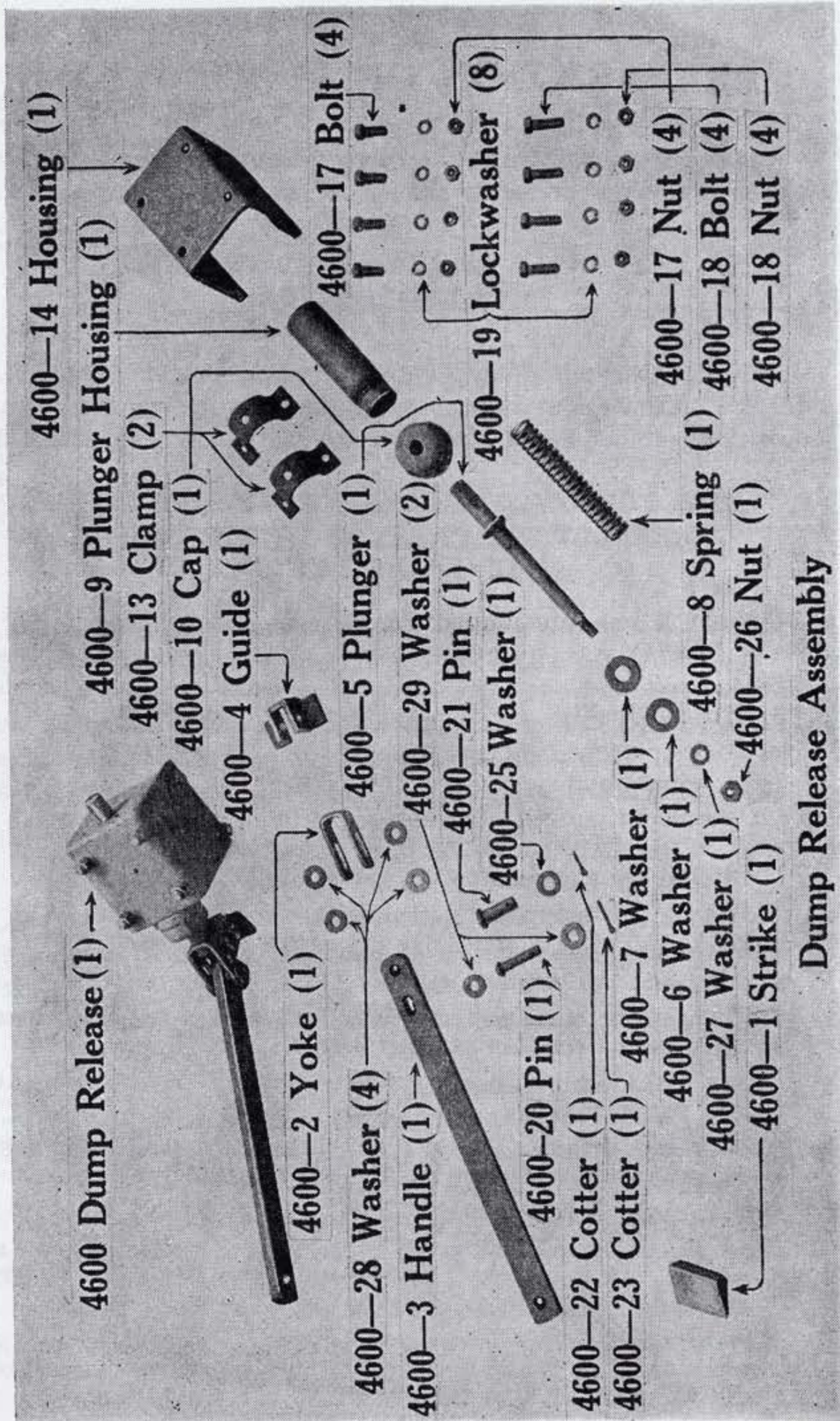
THIS SHALL BE FOLLOWED IN MAKING OUT REQUISITIONS

In order to eliminate duplication of work, Property Officers may authorize organizations to prepare requisitions in final form, leaving requisition number space blank for completion by Property Officer.

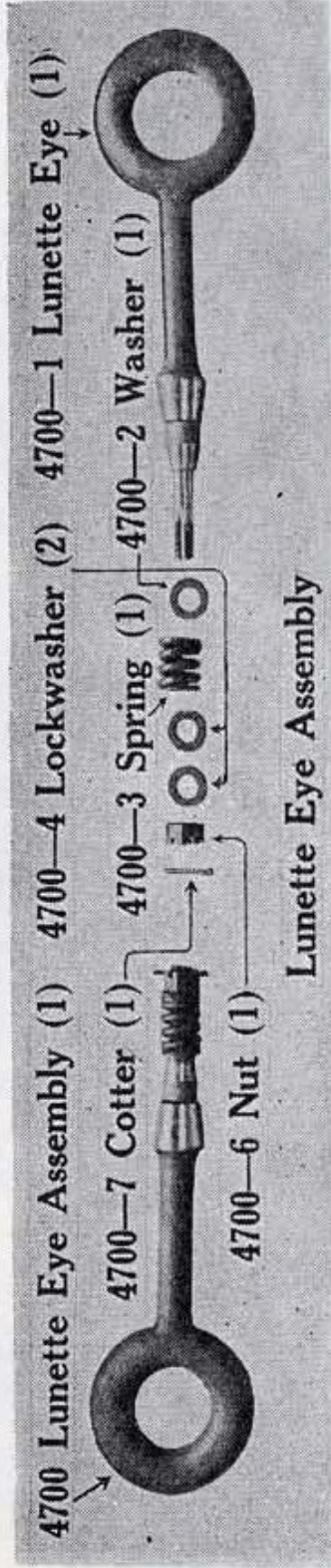
THE FOLLOWING RULES WILL BE OBSERVED CAREFULLY IN PREPARING REQUISITIONS FOR SPARE PARTS:

- a. Prepare a separate requisition for each different machine.
- b. Type "SPARE PARTS" in upper right hand corner of requisition form.
- c. State PERIOD designation by use of one of the following terms:
 - (1) "INITIAL"—first requisition of authorized allowances.
 - (2) "REPLENISHMENT"—subsequent requisitions to maintain authorized allowances.
 - (3) "SPECIAL"—requisitions for necessary repairs not covered by allowances.
- d. Give complete shipping instructions.
- e. State proper nomenclature of machine, and make, model, serial number and registration number.
- f. State basis or authority, and date delivery is required, immediately below description of machine.
- g. Group parts required under group headings as shown in manufacturers' parts catalogs.
- h. State manufacturers' parts numbers and nomenclature descriptions accurately and completely. Do not use abbreviations.
- i. Double space between items.
- j. Emergency requisitions sent by telephone, telegraph, or radio must always be confirmed immediately with requisition marked: "Confirming (state identifying data)".
- k. Nonexpendable items such as tools must be accounted for, when requisitioned, by a statement that they have been placed on REPORT OF SURVEY or STATEMENT OF CHARGES.

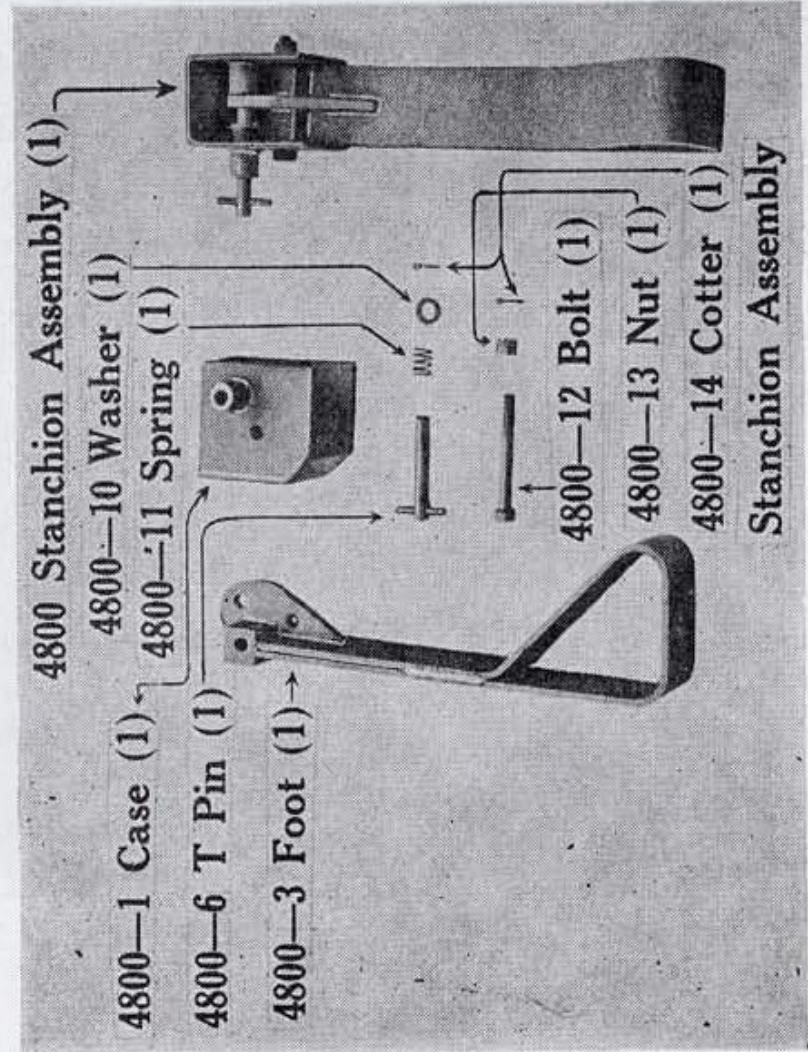
DUMP RELEASE ASSEMBLY



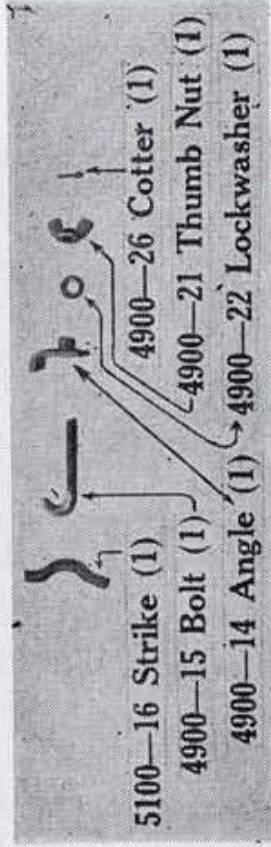
LUNETTE EYE ASSEMBLY



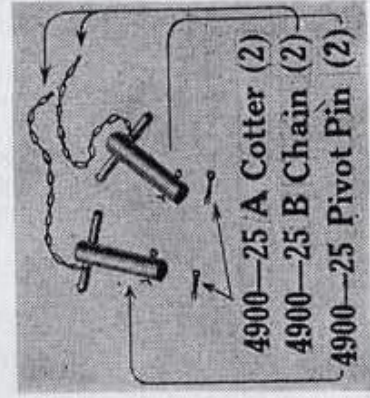
STANCHION ASSEMBLY



PERMANENT BODY LOCK ASSEMBLY



**HINGE AXIS
PIVOT PIN**

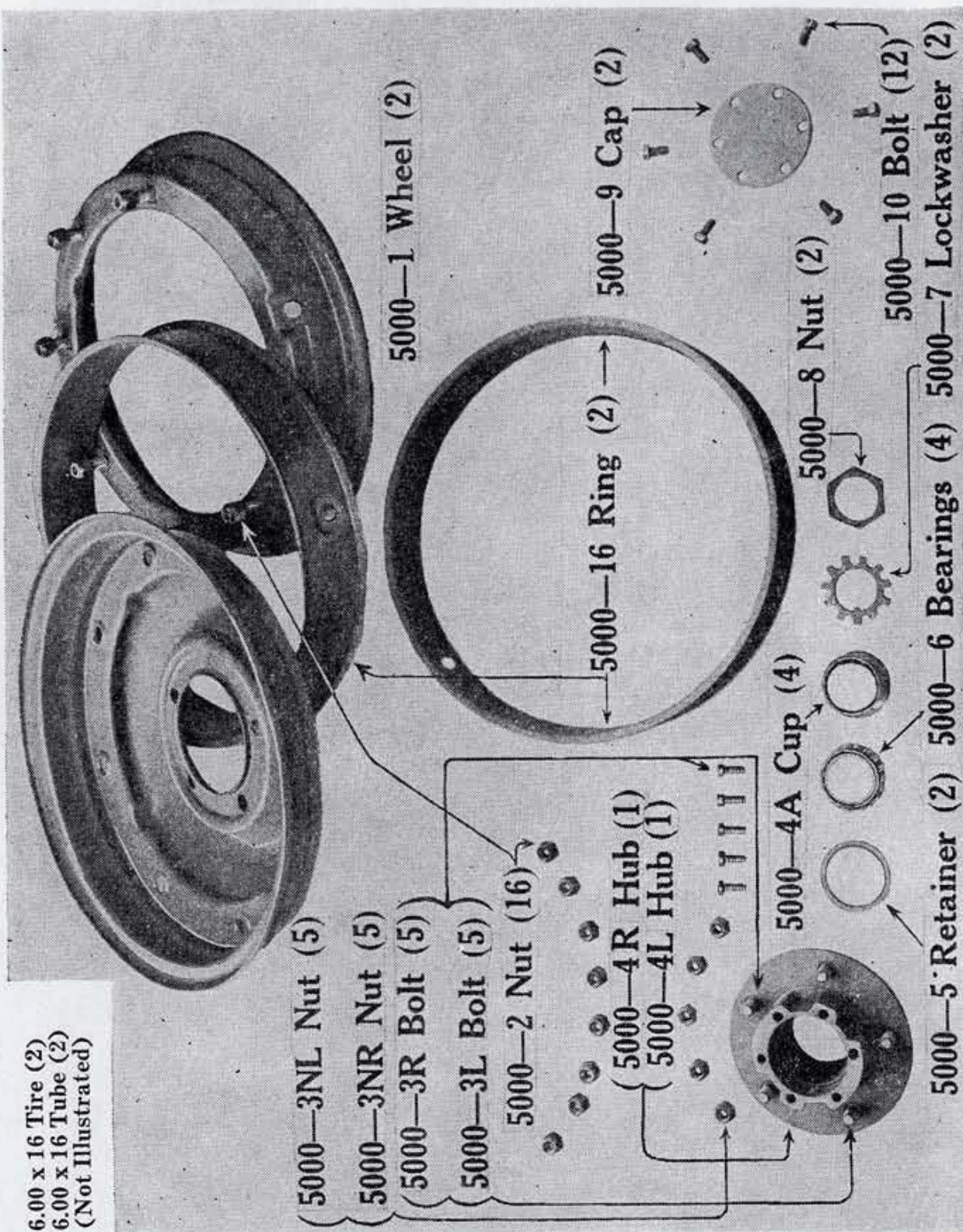


5100-17 Nameplate (1)

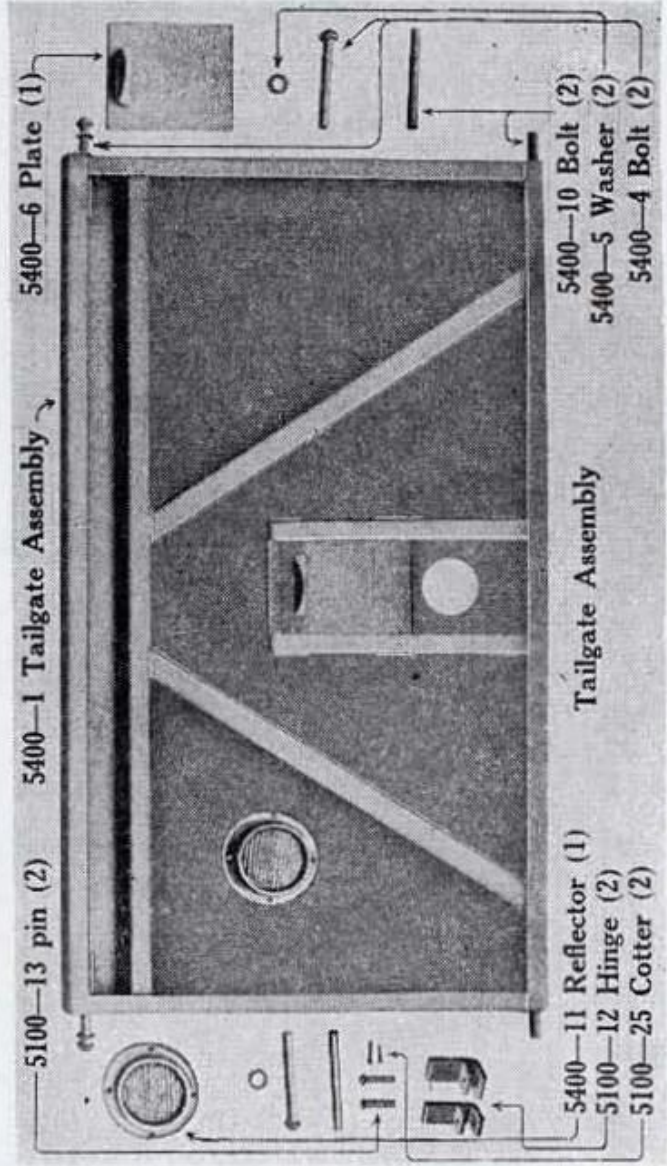
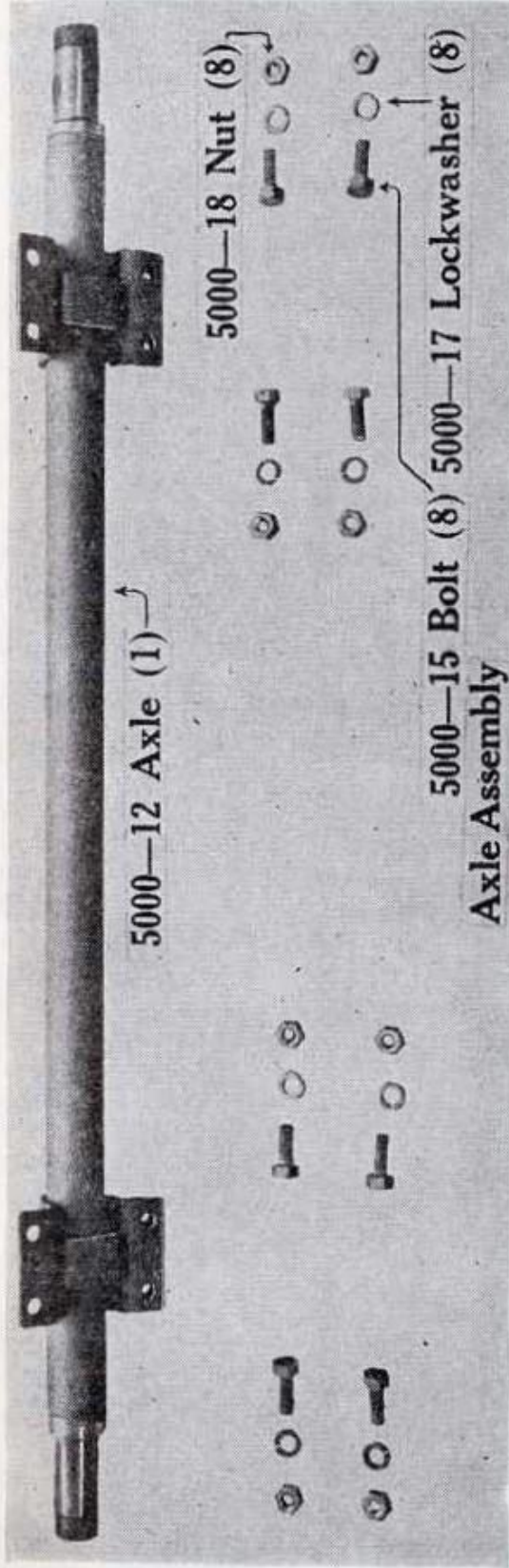


4900-7 Zerk Fitting (1)

WHEEL ASSEMBLY



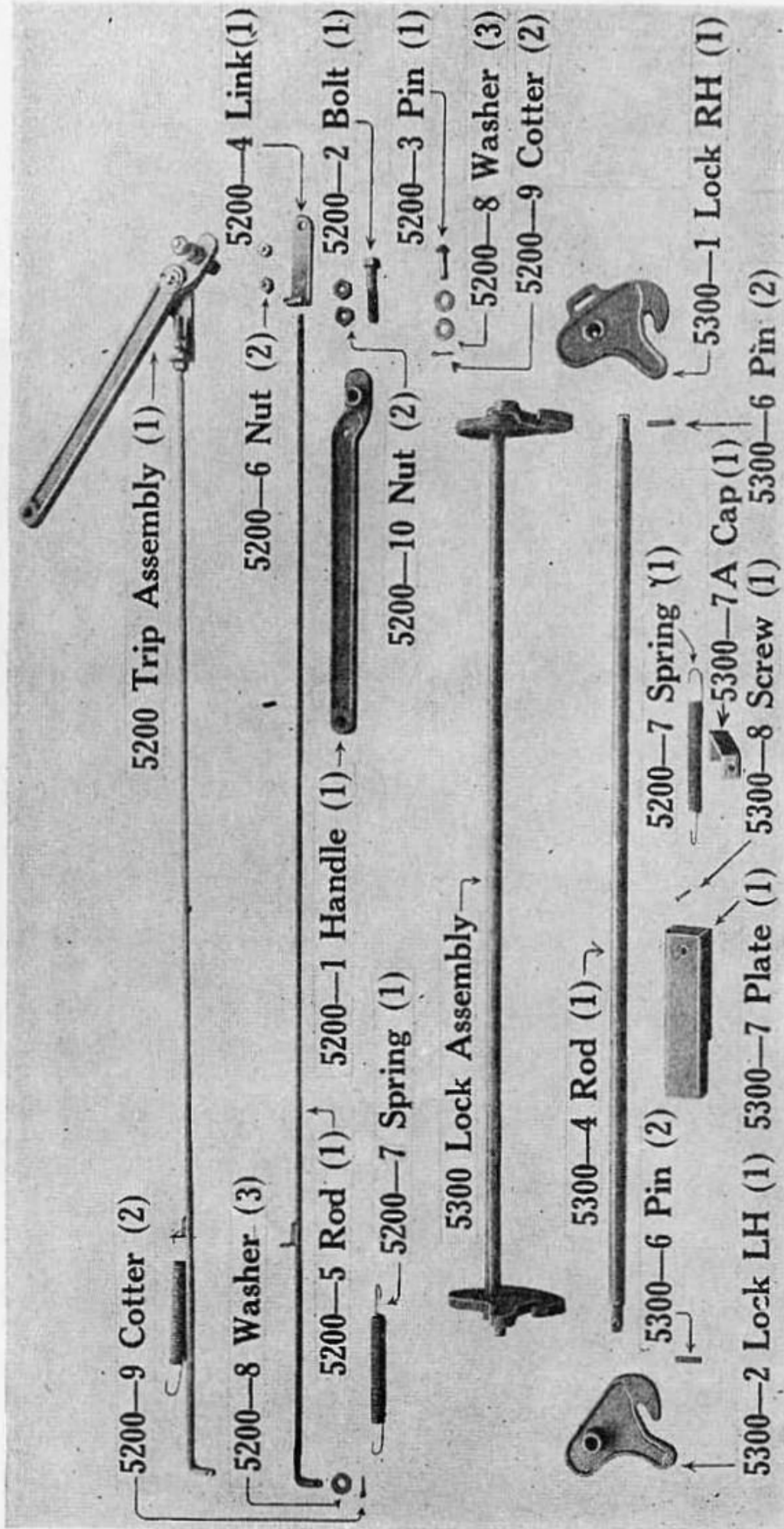
AXLE ASSEMBLY



TAILGATE ASSEMBLY



TAILGATE LOCK AND TAILGATE TRIP ASSEMBLY



Convento Manufacturing Co. manufacture practically all parts. However, when another manufacturer's parts are or can be used, his initials and part number follow description of the item. The names and addresses of these manufacturers are:—

K-D Lamp Company.....Cincinnati, Ohio
 Kelsey Hayes Wheel Company.....Detroit, Michigan
 Timken Roller Bearing Company.....Detroit, Michigan
 Victor Manufacturing and Gasket Company.....Chicago, Illinois

ALL PRICES SHOWN ARE F. O. B. CAMBRIDGE CITY, INDIANA, AND
 ARE SUBJECT TO CHANGE WITHOUT NOTICE.

(A slight additional charge to cover cost of packing will be added.)

<i>Part Number</i>	<i>Description</i>	<i>No. Req'd</i>	<i>Page</i>	<i>Weight Lbs.</i>	<i>Price</i>
DUMP RELEASE ASSEMBLY					
4600-1	STRIKE, Bolt -----	1	16	.5	\$.93
4600-2	YOKE -----	1	16	.25	.48
4600-3	HANDLE, Body Trip-----	1	16	2.63	1.09
4600-4	GUIDE, Trip Handle-----	1	16	.50	.25
4600-5	BOLT, Hold Down Plunger-----	1	16	.75	2.90
4600-6	WASHER, Plunger Bolt, 5/8" USS	1	16	.001	.015
4600-7	WASHER, Plunger Housing End Leather, 5/8" -----	1	16	.002	.015
4600-8	SPRING, Plunger -----	1	16	.25	.25
4600-9	HOUSING, Plunger -----	1	16	1.1	3.04
4600-10	CAP, Plunger Housing-----	1	16	.50	.60
4600-13	CLAMP, Bolt Housing-----	2	16	.28	.40
4600-14	HOUSING, Hanger -----	1	16	4.07	1.80
4600-17	BOLTS & NUTS, Top 3/8" x 1" SAE	4	16	.074	.15
4600-18	BOLTS & NUTS, Bottom, 3/8" x 1 1/4" SAE -----	4	16	.081	.16
4600-19	LOCKWASHER, 3/8" USS-----	8	16	.016	.025
4600-20	PIN, Handle -----	1	16	.068	.06
4600-21	PIN, Handle Pivot-----	1	16	.128	.07
4600-22	KEY, Handle Cotter-----	1	16	.01	.005
4600-23	KEY, Handle Pivot Pin Cotter, 1/8" x 1" -----	1	16	.01	.005
4600-25	WASHER, Handle Pivot Pin, 1/2" SAE -----	1	16	.038	.01
4600-26	NUT, Hex Jamb, 7/16" USS-----	1	16	.051	.03
4600-27	LOCKWASHER, 7/16" USS-----	1	16	.012	.01
4600-28	SPACER, Yoke Washer, 3/8" Std.-----	4	16	.012	.005
4600-29	WASHER, Handle Pin, 3/8" Std.-----	2	16	.015	.005

LUNETTE EYE ASSEMBLY

4700-1	LUNETTE EYE -----	1	17	13.25	12.00
4700-2	WASHER, Lunette Eye Bearing, 7/8" SAE-----	1	17	.06	.06
4700-3	SPRING, Compression-----	1	17	.50	.50
4700-4	LOCK WASHER, 7/8" SAE-----	2	17	.0625	.10
4700-6	NUT, Castellated, 7/8" SAE-----	1	17	.1875	.16
4700-7	KEY, Cotter, 1/8" x 1 3/4"-----	1	17	.0313	.01

<i>Part Number</i>	<i>Description</i>	<i>No. Req'd</i>	<i>Page</i>	<i>Weight Lbs.</i>	<i>Price</i>
STANCHION ASSEMBLY					
4800-1	CASE, Stanchion -----	1	17	3.385	2.10
4800-3	FOOT, Stanchion -----	1	17	8.44	3.90
4800-6	BOLT, Stanchion -----	1	17	.22	.53
4800-10	WASHER, Spring Bolt, 1/2" Std.	1	17	.004	.01
4800-11	SPRING, Compression -----	1	17	.048	.10
4800-12	BOLT, Pivot, 1/2" x 4" -----	1	17	.33	.10
4800-13	NUT, Castle Pivot Bolt, 1/2" USS ----	1	17	.03	.04
4800-14	KEY, Cotter, 1/8" x 1 1/4" -----	2	17	.0055	.005
FRAME ASSEMBLY					
4900-7	ZERK FITTING, Lunette Eye -----	1	17	.01	.10
4900-14	ANGLE, Permanent Body Lock -----	1	17	.375	.05
4900-15	BOLT, Permanent Body Lock -----	1	17	.19	.09
4900-21	NUT, Permanent Body Lock Thumb, 1/2" USS -----	1	17	.09	.07
4900-22	LOCKWASHER, 1/2" USS -----	1	17	.02	.01
4900-26	KEY, Permanent Body Lock Cotter, 1/8" x 3/4" -----	1	17	.01	.005
4900-25	PIN, Axis Pivot -----	2	17	1.	.80
4900-25A	PIN, Cotter, 3/16" x 1 1/2" -----	2	17	.005	.01
4900-25B	CHAIN, Axis Pivot Pin -----	2	17	.04	.15
WHEEL ASSEMBLY					
5000	WHEEL (Complete Assembly) -----	1	Not Ill.	73	39.00
5000-1	WHEEL, with Nuts and Ring KH25692 -----	2	18	28.4	9.30
5000-2	NUTS, Wheel KH25779 -----	16	18	.05	.05
5000-3NL	NUT, Lug Bolt, Left KH24576 -----	5	18	.025	.05
5000-3NR	NUT, Lug Bolt, Right KH24575 -----	5	18	.025	.05
5000-3R	BOLTS, Lug, Right KH21262 -----	5	18	.025	.10
5000-3L	BOLTS, Lug, Left KH21263 -----	5	18	.025	.10
5000-4L	ASSEMBLY Hub with Cups, Left KH27000 -----	1	18	6.75	8.25
5000-4R	ASSEMBLY Hub with Cups, Right KH26999 -----	1	18	6.75	8.25
5000-4A	CUP, Wheel, Inner and Outer KH18520 -----	4	18	2.00	2.00
5000-5	RETAINER, Grease Vict 62054 -----	2	18	.18	.85
5000-6	BEARING, Wheel, Inner and Outer TIM 18590 -----	4	18	1.68	2.90
5000-7	LOCKWASHER, Wheel -----	2	18	.055	.18
5000-8	NUT, Axle -----	2	18	.25	.25
5000-9	CAP, Hub Willys A-6038 -----	2	18	1.00	.10
5000-10	CAPSCREW, 3/8" x 7/8" SAE -----	12	18	.45	.26
5000-12	ASSEMBLY, Axle, with Pad and Clamp -----	1	19	27.5	30.20
5000-15	BOLT, Axle Clamp, 9/16" SAE -----	8	19	.25	.025
5000-16	RING, Bead Lock KH25930 -----	2	19	4.5	2.20
5000-17	LOCKWASHER, Axle Clamp, 9/16" SAE -----	8	19	.0625	.01
5000-18	NUTS, Axle Clamp, 9/16" SAE -----	8	19	.1250	.025

SPARE PARTS SECTION

23

Part Number	Description	Req'd No.	Page	Lbs. Weight	Price
TIRES AND TUBES					
6.00 x 16	TIRE, 6-Ply, Mud and Snow Grip	2	Not Ill.	26	11.22
6.00 x 16	TUBE, Heavy Duty (with Schrader Valve)	2	Not Ill.	2.5	1.41

BODY ASSEMBLY

5100-12	HINGE, Tailgate	2	17	.625	.22
5100-13	PINS, Tailgate Hinge	2	17	.006	.015
5100-16	STRIKE, Permanent Body Lock	1	17	.25	.06
5100-17	NAME PLATE	1	17	.621	.75
5100-25	KEY, Tailgate Hinge Cotter	2	17	.005	.005

TRIP ASSEMBLY

5200-1	HANDLE, Tailgate Trip	1	20	3.013	1.00
5200-2	BOLT, Handle Pivot	1	20	.25	.06
5200-3	PIN, Link Pivot	1	20	.0625	.03
5200-4	LINK	1	20	.3125	.20
5200-5	ROD, Trip	1	20	1.78	.85
5200-6	NUTS, Trip Rod, 3/8" USS	2	20	.0317	.04
5200-7	SPRING	2	20	.1875	.40
5200-8	WASHER, Trip Rod, 3/8" USS	3	20	.002	.005
5200-9	KEY, Cotter, 1/8" x 3/4"	1	20	.002	.005
5200-10	NUTS, Handle Pivot Bolt	2	20	.0625	.055

LOCK ASSEMBLY

5300-1	LOCK, Tailgate R.H.	1	20	1.5	.95
5300-2	LOCK, Tailgate L.H.	1	20	1.19	.80
5300-4	ROD, Connecting	1	20	5.13	.95
5300-7	PLATE, Spring Cover	1	20	.625	.15
5300-7A	CAP, Spring Cover	1	20	.11	.07
5300-6	PIN, Lock	2	20	.01565	.006
5300-8	SCREW, Spring Cover Cap	1	20	.01	.03

TAILGATE ASSEMBLY

5400-1	TAILGATE Assembly	1	19	46.47	8.80
5400-4	BOLT, Hinge	2	19	.313	.05
5400-5	WASHER, Hinge Bolt, 1/2" USS	2	19	.03125	.01
5400-6	PLATE, Hole Cover	1	19	1.06	.12
5400-10	BOLT, Lock	2	19	.25	.10
5400-11	REFLECTOR, Red KDS 333	1	19	.375	.75

CONVERTO CATALOG

TM5-9084	CATALOG				.46
	Weather Proof Envelope				.05

SUPPLEMENTS

Since Manual TM5-9018 was published, two additional procurements for the Converto Trailer, Dump, Towed-Type, 2-Wheel, ½ Ton, (Airborne) have been placed with this company. They are:

<u>Purchase Order No.</u>	<u>U. S. A. Registration Nos.</u>
52-1589-21	0885489-0886688
51-3844-21	0876861-0880860

In order to increase the efficiency and to augment the already large amount of uses of this trailer, a number of changes have been made in the trailer, and all were incorporated in those trailers carrying the above registration numbers.

The changes (by assemblies) are:

4600 (DUMP RELEASE)

The leather washer (4600-7) has been eliminated entirely. The clamps (4600-13), bolts and nuts (4600-17); bolts and nuts (4600-18) have been eliminated. In their stead, two U-bolts (4600-30) now hold the plunger housing in place. Four nuts (4600-31) screw onto the U-bolts.

4700 (LUNETTE EYE ASSEMBLY)

On registration numbers 0876861-0880860, a heavier lunette eye is furnished. It is to be noted, however, that the heavier lunette eye is still interchangeable with lunettes furnished on other trailers.

4800 (STANCHION ASSEMBLY)

The T Pin (4800-6), the spring (4800-11), the washer (4800-10) and the cotter key (4800-14) have been eliminated. A stanchion spring bolt (4800-16) is now used in their stead. To place the stanchion in a perpendicular position to the frame of the trailer, pull out stanchion spring bolt until stanchion drops to the perpendicular position. Then place the spring bolt back in position. This will lock the stanchion in the perpendicular position. To raise stanchion for use in motion, pull out stanchion spring bolt and raise stanchion to a parallel position to the tongue of the trailer. Replace spring bolt.

5000 (WHEEL AND AXLE ASSEMBLY)

Each wheel has been reinforced with a reinforcing disc welded both on the outside and inside of the wheel. This is to add strength to the wheel and eliminate any tearing action. The axle now has a grease seal protector (5000-20) welded onto it at both ends. This is to prevent any dirt from entering the wheel assembly.

In addition to the above, an outer wheel bearing washer (5000-19) has been added to this assembly. This is placed on the wheel immediately after the bearing.

5100 (BODY ASSEMBLY)

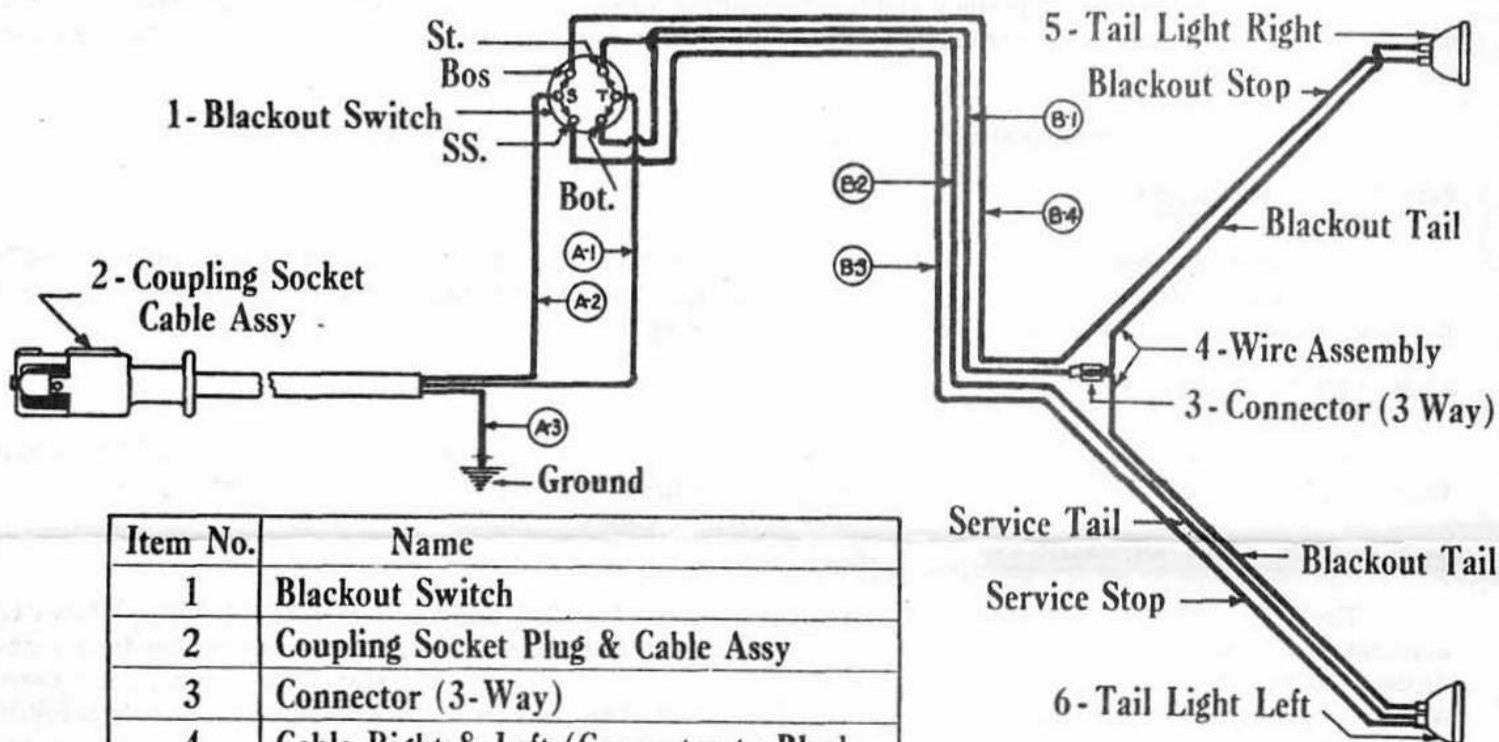
An amber reflector (5100-35) has been added. The pin (5100-18) holding the tailgate to the tailgate mount has been eliminated, and in its stead, an eye bolt (5100-27) has been added.

5200 and 5300 (TAILGATE LOCK AND TRIP ASSEMBLY)

The spring (5200-7) has been eliminated and in its place, a longer spring (5200-14) is now used. Tailgate lock casting, right hand (5300-1) and tailgate lock, left hand (5300-2) are now drilled and the spring (5200-14) is attached to the hole in the casting. On Registration Numbers 0876861-0880860, the castings are now steel instead of malleable. However, all parts are interchangeable.

LIGHTING SYSTEM

The trailer lighting system operates in connection with the truck or jeep, except in changing over from service to blackout, or vice versa. If this is desired, locate first the light switch, which is on the right hand side of the frame (facing the trailer), push the switch cover aside, and using a screw driver or the handle end of the ignition key of the truck or jeep, turn the switch a quarter turn to the right side of the trailer for blackout lights, and to the left for service lights. When the truck main light switch is in position for the lights to operate, the stop lights function as the brakes are applied by the driver. Keep the trailer light switch turned to the left side of the trailer (service position) except when blackout is desired. A wiring diagram showing the arrangement of the electrical circuits appears below. Regular inspection of all connections should be made once a week.



Item No.	Name
1	Blackout Switch
2	Coupling Socket Plug & Cable Assy
3	Connector (3-Way)
4	Cable Right & Left (Connector to Blackout Tail Light - 2 Req'd)
5	Tail Light Assembly - Right
6	Tail Light Assembly - Left

COUPLING SOCKET CABLE ASSEMBLY

No.	Color	Name
A-1	Brown	Coupling Socket Terminal "TL" to Trailer Switch Terminal "T"—Cable
A-2	White	Coupling Socket Terminal "SL" to Trailer Switch Terminal "S"—Cable
A-3	Red	Coupling Socket Terminal "GR" to Trailer Ground—Cable

TRAILER WIRING HARNESS EXTENSION

No.	Color	Name
B-1	Yellow with 2 Black Tracers	Trailer Switch "BOT" to Blackout Tail Light Connector—Cable
B-2	Blue with 2 White Tracers	Trailer Switch "ST" to Service Tail Light—Cable
B-3	Red with 2 White Tracers	Trailer Switch "SS" to Service Stop Light—Cable
B-4	White with 2 Black Tracers	Trailer Switch "BOS" to Blackout Stop Light—Cable, Right side