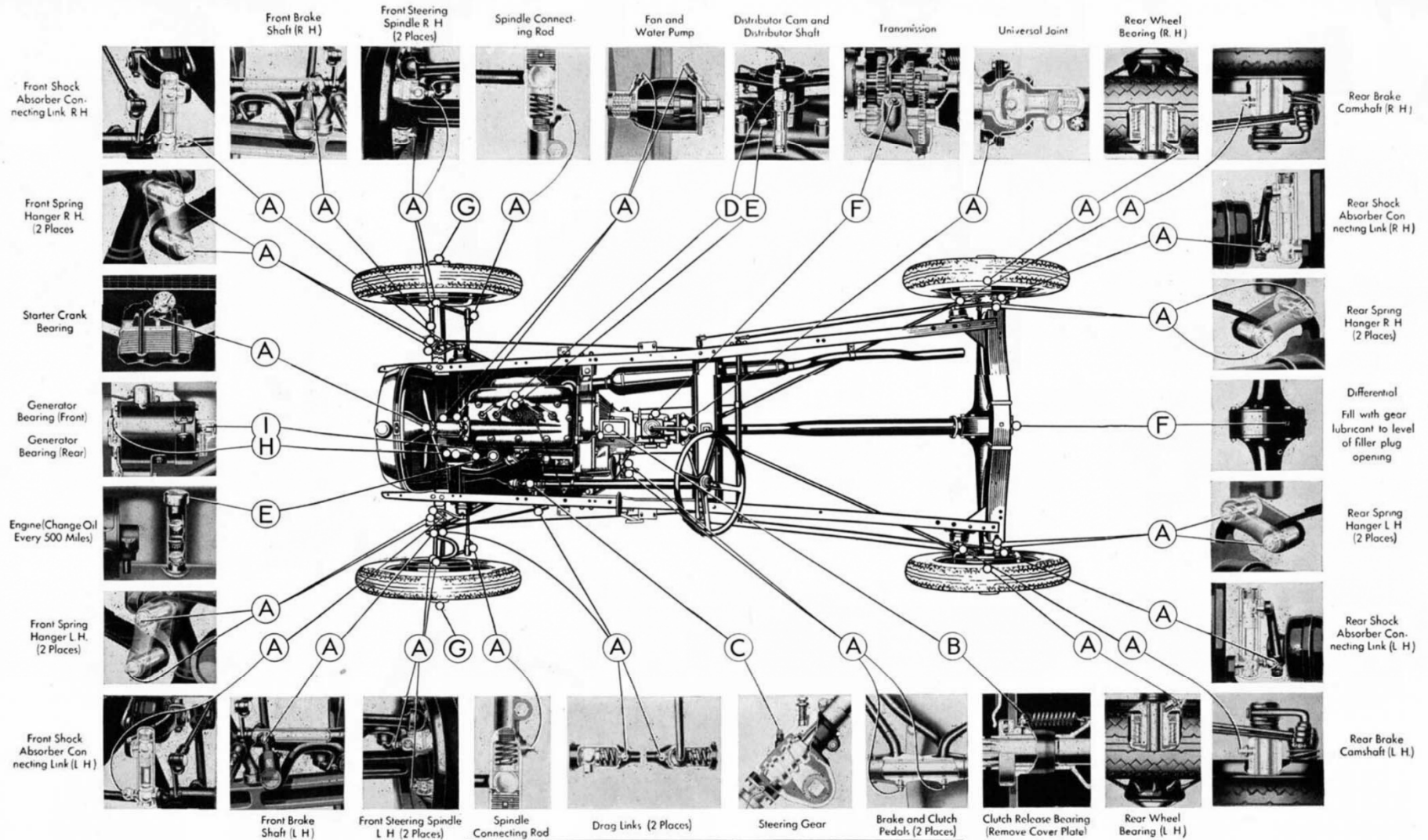


Model A Lubrication Checklist

	ITEM / LOCATION	QUANTITY	LUBRICANT	FREQUENCY	NOTES
DRIVELINE/ENGINE	Motor Oil	4 ½ quarts	OEM: 30W	~500 to 1500 miles	Check level before every drive
	Transmission	1 ½ Pints	600W Gear Oil	5000 miles	Annually check level and fill if needed
	Differential	2 ¼ Pints	600W Gear Oil	No service interval	Annually check level and fill if needed
	Steering Box	7T - 7 3/4oz	2T - 4 ½oz 600W Gear Oil	2000 miles	Annually check level and fill if needed
	Water Pump Front	2 pumps	Chassis Grease	500 miles	With standard water pump bushing
	Water Pump Rear	2 pumps	Water pump grease	500 miles	W/standard water pump packing/bushing
	Distributor Cam	Light film	Silicone Grease or Vaseline	2000 miles	Smear a light film on
	Distributor Center Screw & Oiler	2 drops	30W Oil	500 miles	2 points(screw under rotor & outside body)
	Generator	Fill oiling cup	30W Oil	2000 mi	Fill oiling cup (N/A with alternator)
	Generator Oil Cup	3 drops	30W Oil	1000 mi	N/A with alternator
CHASSIS	Front Kingpins	Squeeze out	Chassis Grease	500 miles	4 total points L&R, Upper & Lower
	Front Spring Shackles	Squeeze out	Chassis Grease	500 miles	4 total points L&R, Upper & Lower
	Front Brake Actuator Cross Shafts	2 pumps	Chassis Grease	500 miles	2 total points L&R
	Front Shock Link	Squeeze out	Chassis Grease	500 miles	2 total points L&R
	Steering Drag Link	Squeeze out	Chassis Grease	500 miles	2 total points Front and Rear (Drivers side)
	Steering Tie Rod	Squeeze out	Chassis Grease	500 miles	2 total points L&R
	Rear Axle Bearing	2 pumps	Chassis Grease	500 miles	2 total points L&R
	Rear Spring Shackles	Squeeze out	Chassis Grease	500 miles	4 total points
	Rear Brake Actuator Cam Shafts	Squeeze out	Chassis Grease	500 miles	4 total points
	Rear Shock Link	Squeeze out	Chassis Grease	500 miles	4 total points
	U-Joint	~ 6 pumps	Chassis or Cornhead Grease	500 miles	1 point – be consistent with which grease
	Starter Crank Opening/Frt Spring	2-4 drops	30W Oil	500 miles	1 point@crank opening (See service bulletin)
	Front and Rear Brake Clevis	2 drops per	30W Oil	500 miles	6 points
	Brake and Clutch Pedal Shaft	Spray/Drops	Spray lubricant (Red & Tacky)	500 miles	2 points
	Emergency Brake Arm Pivot/Rods	2 drops per	30W Oil	500 miles	
	Clutch Throwout Bearing Cone	2 pumps	Chassis Grease	2000 miles	1 point
	Clutch Clevis	2 drops	30W Oil	500 miles	1 point
	Shock absorbers (4)	Fill as needed	140W Gear Oil	2000 miles	Check and top off
OTHER	Hood hinges	As needed	30W Oil or spray lubricant	Varies	
	Horn armature	2 drops	30W Oil	~two times per year	2 points
	Door Hinges	2 drops	30W Oil	Varies	Varies by model
	Speedometer Cable	As needed	Grease or Graphite	~2000 miles	Remove bottom connection and dash
	Spark & throttle linkage rod ends		Oil or dab of silicone grease		

Model "A" Lubrication Chart



Use No. 2 high pressure lubricant in all high pressure lubricator fittings.

Use No. 4 cup grease in Front Wheel Bearings.

Use good grade gear lubricant in the Steering gear, also in the Differential and Transmission

- | | |
|---|---|
| (A) Lubricate every 500 miles (pressure gun) | (E) Oil every 500 miles |
| (B) Lubricate every 2000 miles (pressure gun) | (F) Gear lubricant every 5000 miles |
| (C) Gear lubricant every 2000 miles | (G) Pack with No. 4 cup grease—every 5000 miles |
| (D) Clean and apply light film of vaseline every 2000 miles | (H) 2 or 3 drops of oil every 1000 miles |
| | (I) Fill oil cup every 2000 miles |

Use oil on the Distributor shaft and Generator bearings as specified above.

Place a little vaseline on the Distributor cam.

Every 500 miles flow some oil through the oil hole in the starting crank bearing. This lubricates the spring where it fits up in the cross member.

“Oil Hole in Starting Crank Bearing”

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Fig. 730

CYLINDER BLOCK REAR WALL REINFORCED

The thickness of the rear wall in the cylinder block has been increased by $\frac{3}{8}$ " and the wall reinforced by adding $\frac{1}{8}$ " to the height of the rib adjacent to the oil lead on the inner side of the rear wall.

An additional reinforcing rib $\frac{3}{8}$ " high by $\frac{3}{8}$ " wide has also been placed in the center of the inner face of the rear wall (see Fig. 730).

These extra reinforcements assure a quieter running motor—give a more solid foundation for the crankshaft rear bearing and lessens any possibility of noise developing at that point.

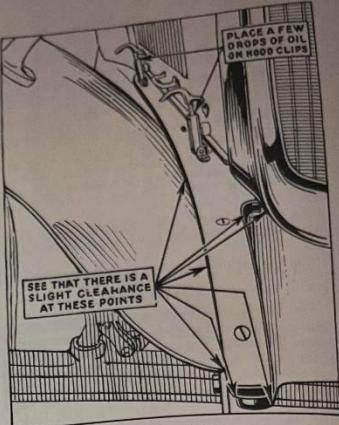


Fig. 731

See that there is a slight clearance between fender apron and hood shelf, also between dust shield and hood shelf. That the hood shelf is not rubbing against radiator shell or the bumper arm. That there is some clearance between radiator splash shield and front cross member—that the hood clips have not been allowed to become dry or rusted.

There should be a slight clearance between all of these parts. If there is a metal to metal contact between fender apron and hood shelf or dust shield and hood shelf, it will be necessary to remove the hood shelf and lightly file the outer edge of the bottom of the shelf to provide a slight clearance.

If the hood shelf is rubbing against the radiator shell or bumper arm or if there is a metal to metal contact at any of the other points mentioned, sufficient clearance can be obtained by inserting a small pry between the parts.

POOR IDLING

Poor idling can usually be traced to some particle of foreign matter getting into the carburetor idling jet. To correct this, remove the jet and blow it out with compressed air, then hold it up to the light to make certain that it is absolutely clear. Once in a while in the machining operations a little burr so small, that it can hardly be detected without the aid of a magnifying glass, is formed in the jet and affects the idling. Removal of the burr corrects the trouble.

SQUEAKS

Before delivering a car to an owner, whether it is a new car or one that has been in for service, make it one of the rules of your shop to see that it is absolutely free of any conditions that would cause a squeak or rattle.

Some squeaks are comparatively easy to locate, others, especially when they occur around the front end of a car, are often difficult to locate.

Here are some points to check when looking for squeaks hard to locate.

OIL HOLE IN STARTING CRANK BEARING

All starting crank bearings A-5461 now have a $\frac{1}{16}$ " oil hole through the lower part of the bearing (see Fig. 732).

Flowing a little oil through this hole allows the oil to drain down between the sides of the spring and the cross member and eliminates

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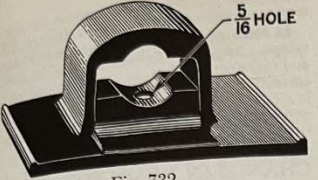


Fig. 732

any possibility of a squeak occurring between cross member and spring. Access to the bearing can be had through the starter crank opening in the radiator shell.

This oil hole can be easily drilled into starting crank bearings not provided with it by drilling the hole on a downward angle through the side of the bearing (see Fig. 733).

See that all owners are familiar with this oiling point.

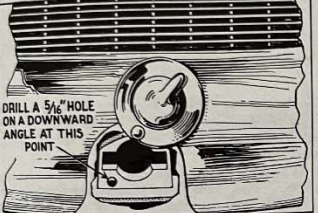


Fig. 733

INSTALLING SPORTLIGHT ON SEDANS AND CABRIOLET

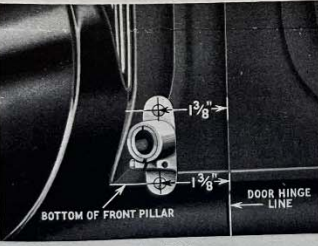


Fig. 734

From letters received it is evident that all mechanics are not entirely clear on how to

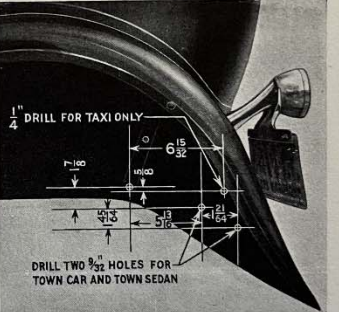


Fig. 735

When installing an A-16310 or an A-16311A or B fender on a Town Car, or on the Murray Town Sedan or Standard three-window Sedan it will be necessary to drill two $\frac{1}{8}$ " holes in the fender apron (see Fig. 735 for location of holes) and use two A-20596 bolts, A-21668 nuts, A-22151 lock washers and A-22166 plain washers to attach the fender apron to the cross sill rear panel. On the Taxi drill a $\frac{1}{4}$ " hole (see Fig. 735) and use screw A-22686 and washer A-22166.

install the spotlight on the town and three-window sedan and the cabriolet.

When installing a spotlight on these jobs attach the bracket $1\frac{3}{8}$ " back from the rear face of the pillar (see Fig. 734). Also use screws A-20247 when fastening the bracket on the above cars instead of the screws furnished with the light.

A-11135C AND A-11052D BUSHINGS NOT SERVICED

The new 11135C starter rear end plate bushing and the A-11052D starter brush end plate bushing will not be serviced as separate units, as these new bushings are designed to last the life of the starter motor and there will be few service calls for them. Furthermore, they cannot be properly installed without the use of special equipment.

If you should receive a call for an A-11135C bushing supply an A-11130D starter rear end plate—this part has the bushing installed. Calls for A-11052D can be taken care of by supplying A-11049 starter brush end plate assembly.