

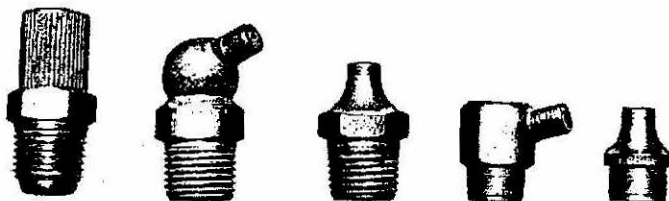
LUBRICATION

EVERY 500 MILES

<u>Location</u>	<u>Quantity</u>	<u>Grease Fitting</u>	<u>Location</u>
<u>Grease Gun</u>			
1. Upper Spindle Arm (Left Side/Right Side)	2	4	A
2. Lower Spindle Arm (Left Side/Right Side)	2	5	A
3. Brake Actuator Arm (Front Axle - L/R Side)	2	5	B
4. Shock Link (Front /Rear - L/R)	4	2	B
5. Spring Shackle (Front - L/R)	2	5	B
6. Spring Shackle (Rear - L/R)	2	5	C
7. Tie-Rod Ends	2	3	D
8. Drag Link Ends	2	5	E
9. Rear Axle Bearing (Rear - L/R)	2	3	C
10. Rear Brake Actuator Arm (Rear - L/R, Behind Rear Radius Rod)	2	5	F
11. U-Joint (Under U-Joint Housing, Behind Trans)	1	3	G
12. Brake and Clutch Pedal Bushing	2	3	H
13. Emergency Brake Cross Shaft (Outside Frame - L/R)	2	4	J
14. Water Pump	2	3/1	K
<u>Oil Can (squirt, SAE 30)</u>			
15. Accelerator Control shaft	2		L
16. Distributor	1		M
17. Starter Crank Hole	1		N
<u>Engine Oil (SAE 10W-30)</u>			
18. Crankcase (Oil Pan, 4-1/2 Qts. at Oil Change)	5 Qts		O
<u>3:1 Oil</u>			
19. Horn (Oil Twice Yearly)	2		P

Grease Fittings

Five different types of lubricator fittings were used on the Model A cars. Two fittings are of the driver type which are pressed into a 5/16" diameter hole in the part. They have a direct through grease passage. Three lubricator fittings have a 1/8" pipe thread and all three have a built-in ball and spring check valve to prevent the grease from being pushed out through the inlet orifice. The water pump rear fitting has a removable cap made of brass. In this fitting, an inner spring loaded cylindrical phenolic plug was used instead of a steel ball. A special grease gun adapter must be used for all Model A grease fittings.



Type 1 2 3 4 5