



**D**

**EVERY 500 MILES (800 Km.)**

USE GREASE GUN FILLED WITH GREASE TO REF. D AND GIVE 3 OR 4 STROKES

**A**

**EVERY 250 MILES (400 Km.)**

INSPECT OIL LEVEL IN ENGINE AND REPLENISH IF NECESSARY WITH ENGINE OIL TO REF. A

**AFTER FIRST 500 MILES (800 Km.) AND SUBSEQUENTLY EVERY 3,000 MILES (5000 Km.)**

DRAIN OIL AND RE-FILL WITH FRESH OIL

**B**

**EVERY 1,000 MILES (1600 Km.)**

INSPECT OIL LEVEL AND REPLENISH IF NECESSARY WITH TRANSMISSION OIL TO REF. B

**AFTER FIRST 500 MILES (800 Km.) AND SUBSEQUENTLY EVERY 6,000 MILES (10000 Km.)**

DRAIN OIL AND RE-FILL WITH FRESH OIL

**B**

**EVERY 1,000 MILES (1600 Km.)**

INSPECT OIL LEVEL AND REPLENISH IF NECESSARY WITH TRANSMISSION OIL TO REF. B

**AFTER FIRST 500 MILES (800 Km.) AND SUBSEQUENTLY EVERY 6,000 MILES (10000 Km.)**

DRAIN OIL AND RE-FILL WITH FRESH OIL

**D**

**EVERY 500 MILES (800 Km.)**

USE GREASE GUN FILLED WITH GREASE TO REF. D AND GIVE 3 OR 4 STROKES

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**EVERY 500 MILES (800 Km.)**

USE GREASE GUN FILLED WITH GREASE TO REF. D AND GIVE 3 OR 4 STROKES

**EVERY 1,000 MILES (1600 Km.)**

INSPECT FLUID LEVEL IN BRAKE SUPPLY TANK. REPLENISH WITH LOCKHEED ORANGE FLUID ONLY (LOCKHEED No. 3 OVERSEAS)

**F and D**

**EVERY 3,000 MILES (5000 Km.)**

ADD ONE DROP OF OIL TO REF. F TO DISTRIBUTOR OILER

WITHDRAW DISTRIBUTOR ROTATING ARM AND ADD TWO OR THREE DROPS OF OIL TO REF. F TO OPENING

REMOVE DISTRIBUTOR BASE MOUNTING AND LUBRICATE ADVANCE MECHANISM WITH ENGINE OIL TO REF. F

**EVERY 12,000 MILES (20000 Km.)**

REMOVE DYNAMO LUBRICATOR. REFILL WITH GREASE TO REF. D AND REPLACE

**B**

**EVERY 500 MILES (800 Km.)**

SLIDE ASIDE SPRING COVER AND INTRODUCE SOME TRANSMISSION OIL TO REF. B INTO OPENING WITH OILCAN

**C**

**EVERY 6,000 MILES (10000 Km.)**

REMOVE WHEEL HUBS. DISCS. GIVE A STROKE OF GREASE GUN FILLED WITH GREASE TO REF. C TO NIPPLE EXPOSED ON END OF HUB

**F and D**

## SECTION P

P

## LUBRICATION

Correct lubrication of any piece of mechanism is of paramount importance, and in no instance is it of greater importance than in the correct choice of lubricant for a motorcar engine. Automobile engines have different characteristics, such as operating temperatures, oiling systems, size of oilways, clearances and similar technicalities.

Always use one of the recommended oils and remember that high-pressure lubricants of different makes do not necessarily mix. It is always advisable to drain off the existing lubricant before introducing an oil by a different maker.

## SPECIAL CONDITIONS

When conditions are not normal, use the appropriate oil for the temperature conditions which exist as indicated in the table of recommended oils.

Similar considerations apply in the case of the gearbox, rear axle and steering gearbox, where the appropriate oil indicated in the table should be used when temperatures consistently below 10° Fahrenheit (−12° C.) are encountered.

The following is a list of the lubricants recommended :

A ENGINE AND AIR CLEANER								
Climatic Conditions	Duckham's Alexander Duckham & Co. Ltd.	Castrol C. C. Wakefield & Co. Ltd.	Essolube Anglo- American Oil Co. Ltd.	Mobiloil Vacuum Oil Co. Ltd.	Shell Shell Mex & B.P. Ltd.	Energol Price's Lubricants Ltd.	Filtrate Edward Joy & Sons Ltd.	Sternol Sternol Ltd.
Tropical and Temperate down to 32° F. (0° C.)	Duckham's N.O.L. "Thirty"	"Castrol" X.L.	"Essolube" 30	Mobiloil "A"	"Shell" X—100 S.A.E. 30	"Energol" Auto 150	Medium "Filtrate"	"Sternol" W.W. 30
Extreme cold down to 0° F. (−18° C.)	Duckham's N.O.L. "Twenty"	"Castrolite"	"Essolube" 20	Mobiloil "Arctic"	"Shell" X—100 S.A.E. 20	"Energol" Auto 125	Zero "Filtrate"	"Sternol" W.W. 20
Arctic—consistently below 0° F. (−18° C.)	Duckham's N.O.L. "Ten"	"Castrol" Z	"Essolube" 10	Mobiloil "Arctic" Special	"Shell" X—100 S.A.E. 10	"Energol" Auto 80	Sub-Zero "Filtrate"	"Sternol" W.W. 10
B REAR AXLE, GEARBOX, STEERING GEAR								
Tropical and Temperate down to 10° F. (−12° C.)	Duckham's N.O.L. "E.P." Transmission 140	"Castrol" Hi-Press	"Esso" Expee Compound 140	Mobilube "G.X." 140	"Shell" Spirax 140 E.P.	"Energol" Trans- mission 700 E.P.	E.P. "Filtrate"	"Sternol" Liquid Ambroleum E.P. 140
Extreme cold below 10° F. (−12° C.)	Duckham's N.O.L. "E.P." Transmission 80	"Castrol" Hypoy 80	"Esso" Expee Compound 80	Mobilube "G.X." 80	"Shell" Spirax 80 E.P.	"Energol" Trans- mission 200 E.P.	E.P. "Filtrate" 80	"Sternol" Liquid Ambroleum E.P. 80
C WHEEL HUBS AND FAN BEARINGS								
All conditions	Duckham's H.B.B. Grease	"Castrolite" Heavy	"Esso" Bearing Grease	Mobilgrease No. 5	"Shell" Retinax H for Hubs Retinax C for Fan	"Energol" Chassis Pressure No. 2	"Filtrate" R.B. Grease	"Ambrolite" R.B. Grease
D STEERING CONNECTIONS, KING-PINS, PROPELLER SHAFT, CLEVIS PINS AND LEVER FULCRUMS								
All conditions	Duckham's H.P.G. Grease	"Castrolite" Medium	"Esso" Chassis Lubricant	Mobilgrease No. 2 or 4	"Shell" Retinax C	"Energol" Chassis Pressure No. 2	H.P. Solidified "Filtrate"	"Ambrolite" M.M. Grease
E CABLES AND VITAL CONTROL JOINTS								
All conditions	Duckham's "Keenol" K.G. 16 Grease	"Castrolite" Brake Cable Grease	"Esso" Chassis Lubricant	Mobilgrease No. 2 or 4	"Shell" Retinax C	"Energol" Chassis Pressure No. 2	"Filtrate" A.F. Grease	"Ambrolite" A.F. Grease
F UTILITY LUBRICANT, S.U. CARBURETTER DASHPOT, OILCAN POINTS, ETC.								
All conditions	Duckham's N.O.L. "Twenty"	"Castrolite"	"Essolube" 20	Mobiloil "Arctic"	"Shell" X—100 S.A.E. 20	"Energol" Auto 125	Zero "Filtrate"	"Sternol" W.W. 20

Note.—It is a bad practice to mix lubricants, particularly the high-pressure types now in use for rear axles, as they differ considerably in their composition. It is therefore dangerous to replenish the axle with a different make of oil from that in use without first draining off the axle. It is also advisable to carry out a similar procedure in the case of other components.