Service Information

Before washing the car pull the hand brake lever all the way back. This prevents water getting between the brake lining and drum.

When greasing the chassis do not overlook the lubricator fitting on both rear brake camshafts. It is located at the rear of the brake camshaft bracket just above the radius rod.

Packing is used in forming a water-tight connection around the water pump shaft. Should a leak develop, first lubricate the water pump shaft, through the water pump lubricator fitting, then tighten the packing nut. A screw driver is used in tightening the nut—do not tighten the nut more than is necessary to stop the leak.

Under no circumstances should the shatterproof glass used in Model A windshields be drilled or the black seal around the edges ground off. The windshields are made of two layers of glass with a center layer of plastic material, all of which are thoroughly cemented together under heavy pressure while hot. Grinding off the black seal or drilling the glass exposes the center plastic layer, causing it to deteriorate.

Instead of screwing out both clutch housing hand hole cover screws to remove the cover, remove only one screw and loosen the other, cover can then be swung to one side.

When lubricating the clutch release bearing hold the clutch pedal all the way down. This prevents the bearing turning while lubricating.

If a steering wheel is installed so that one of the spokes in the wheel obstructs the driver's view of the speedometer the condition can be corrected by removing steering wheel and turning it so that the line of vision to the speedometer is midway between the spokes in the wheel (see Fig. 466).

To remove steering wheel on cars equipped with present design lighting switch, unsnap lighting switch bail and remove lighting switch and wire assembly. Press upward on operating spider and lift out spider retainer. Spider and retainer will then slip off of shaft.

Next pull the lighting switch handle and horn switch assembly back sufficiently far to permit screwing off the steering wheel nut. Steering wheel can then be withdrawn from shaft. Turning the wheel one spline on the shaft is usually sufficient to insure unobstructed view of speedometer.

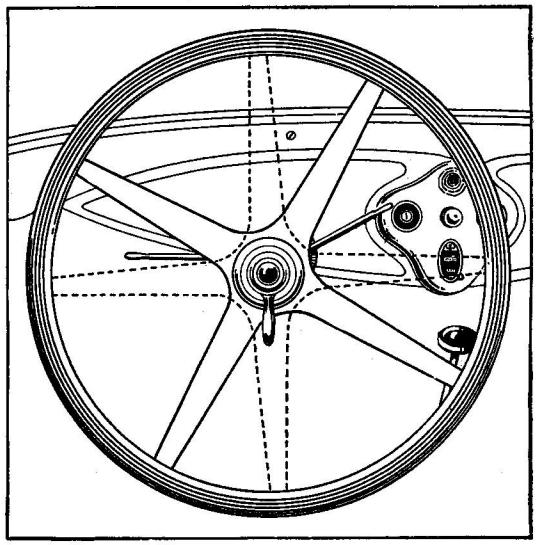

Fig. 466

To remove steering wheel on cars equipped with former design switch in which the wires were attached by snap terminals, take off switch cover and disconnect horn wire, then loosen lighting switch operating spider screw. Lighting switch handle and horn switch assembly can then be withdrawn, the steering wheel nut backed off and the wheel removed.

Rear Bumper (Cross Bar Type)

Should an owner desire a rear bumper of the cross bar type in preference to the standard fender guards used on the Model A, the changeover can be easily made as the rear bumper arm is designed for both fender guard and cross bar type bumpers.

The cross bars used on the front bumper are used in making the change, and are installed as follows:

Take off rear fender guards by removing the four rear fender guard to arm bolts and the two fender guard clamps. (Be sure to replace the four arm bolts as they hold the bumper brace in place.)

Next assemble two front bumper cross bars (A-17757-B) using the regular center clamps, end bolts, spacers, nuts and washers, and install cross bar assembly on rear bumper arms using the same clamps removed from the fender guards.