

PART II

Lubrication and upkeep of the main parts

CHAPTER I – Lubrication

This operation is the most important of all, and the good running and long wear of the car depend entirely on it. Too much care can not therefore be taken.

OILING OF THE ENGINE.

The crank case of the motor must always contain a certain quantity of oil (about $\frac{1}{2}$ gallon). The filling is done through pipe A. it being sufficient to remove plug B (fig. 6).

Moreover, two cocks C and E (fig.6) on the side of the crank case enable one to see if the oil level is right.

Before taking the car out always proceed as follow :

One after another open the two cocks C, then E. If the oil fails to run through C, but runs through E, it is because the level is insufficient ; in this case pour some oil through pipe A.

Empty out the dirty oil every 1500 miles and replace it by very fluid fresh oil. Two plugs T (fig.1) placed at the bottom of the crank case allows easy removal of the front plug, and ensures the front plug, and ensures the running away of the waste oil.

The choice of the oil is very important. *It is always advisable to use a mineral oil of very good fluid quality.*

The various parts of the motor are lubricated by the splash of the connecting rods in the oil of the crank case ; hence it is necessary to maintain the level of the oil whilst running. For that purpose the crank case and valve gear are fed by a lubricator L (fig. 1) fixed on the dash board and having two outlets J (fig. 5) regulated at will by milled needles P (fig. 5).