

The output of each of the drip feeds during normal running should be 30 drops per minute.

LUBRICATION OF THE WATER PUMP.

On starting, give a half turn to the grease lubricator fixed on the driving shaft of the pump.

OILING THE MAGNETO.

See that the oil cups are not empty and fill them only half full.

OILING THE CLUTCH.

Fill with thick grease the squares on the cardan shaft. Oil the inner core of the clutch cone, by means of an oil can passed through the holes.....clutch plate which holds the friction leather. Prevent excess of oilmight spread over this latter.

OILING THE DIFFERENTIAL & THE CARDAN SHAFT.

The differential is lubricated by the oil in the casing, holes being reser.....that purpose in the shells containing the differential pinions. The oiling is therefore only en.....red provided there is a suitable level of oil, which must come up to the differential axle. Refilling and emptying are effected by means of plugs R and S (fig. 1 and 2) in the aluminium casing of the back axle.

This oil serves at the same time to lubricate the ball bearings of the shafts in the thrust tube.

About every 600 miles, make sure that the oil level is sufficient and restore it, if necessary. Renew the oil completely every 3000 miles.

The mineral oil used should be as clear as possible, but of sufficiently good quality, so as not to harden in use, as the lubrication of the ball bearings is effected by the oil splash.

OILING THE JOINTS.

It is also necessary to oil with the can all joints of the brake and change speed levers, tension rods etc. ; and in general, all unprotected moving parts, notably the spindles T, T1, T2, T3, T4 of the springs and their shackles (fig. 3).

Also do not forget to give half a turn to the greasers U (fig. 3 and 4) placed on the brake cam pivot pins, and V (fig. 4) placed on the steering lever.