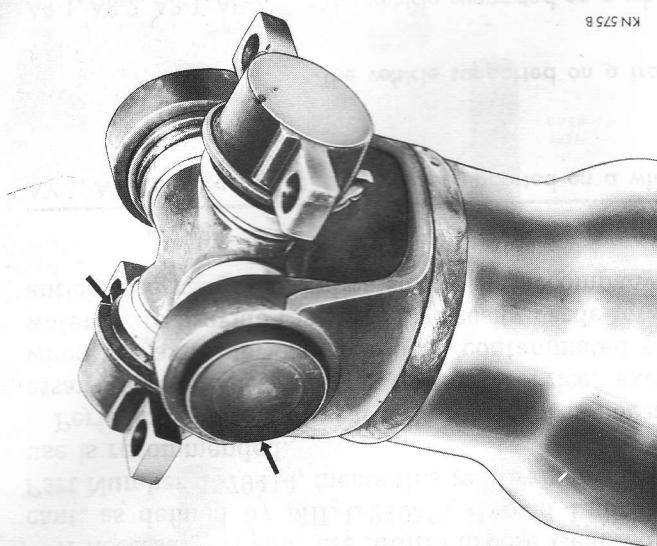
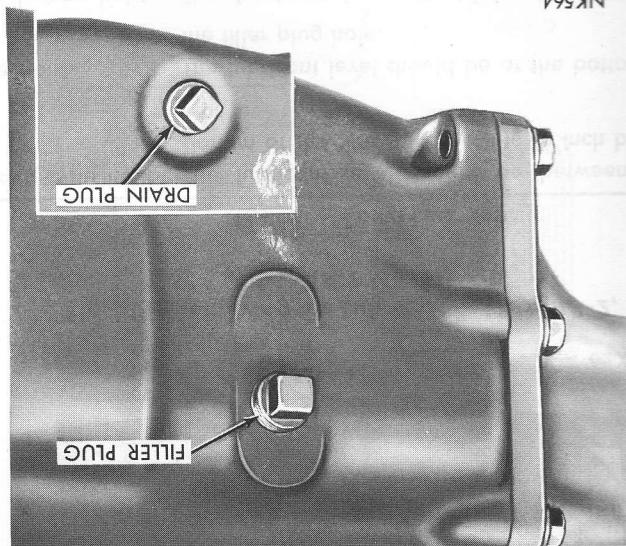


Fig. 17—Universal Joint—Cross and Roller Type



KN575B

Fig. 15—Transmission Filler and Drain Plugs



NK564

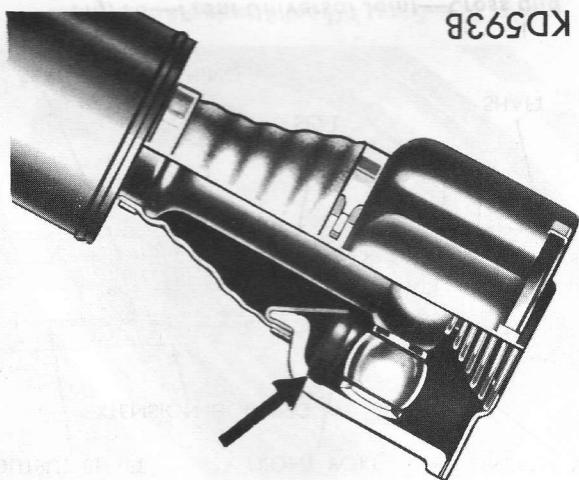
When necessary to relubricate the joints, disassemble Universal joints should be inspected for external bleeding or lubrication unless external leaks or damage has occurred.

Universal joints should be inspected for external leakage or damage, in accordance with the Certified Car Service Schedule. The joints should not be disassembled or relubricated unless external leaks or damage has occurred.

PROPELLER SHAFT AND UNIVERSAL JOINTS

Pull trailers or engagued in similar heavy duty usage will require more frequent inspection and service than those used in normal passenger car service. For low recommended oil levels in the Certified Car Service Schedule.

Fig. 16—Universal Joint—Ball and Trunnion Type



KD593B

MANUAL-THREE-SPEED-STANDARD TRANSMISSION

The transmission is filled at the factory with a special Gear Lubricant. If necessary to replenish the fluid to restore the level to the bottom of the filler plug hole (Fig. 15), use Multi-Purpose Gear Lubricant SAE 140, as defined by MIL-L-2105B. During cold weather, it shifts effort becomes extremely high, the transmission should be drained (Fig. 15) and refilled with Multi-Purpose Gear Lubricant SAE 80 or SAE 90, as defined by MIL-L-2105B. It is not necessary to change the lubricant when the car is used in normal service. Where the car is used for other than normal passenger car service, refer to the car's service schedule for recommended service intervals.

It is not necessary to change the lubricant when the car is used in normal passenger car service. Where the car is used for other than normal passenger car service, refer to the car's service schedule for recommended service intervals.

During cold weather, it shifts effort becomes extremely high, the transmission should be drained (Fig. 15) and refilled with Multi-Purpose Gear Lubricant SAE 80 or SAE 90, as defined by MIL-L-2105B. It is not necessary to change the lubricant when the car is used in normal passenger car service. Where the car is used for other than normal passenger car service, refer to the car's service schedule for recommended service intervals.

Four Speed

The transmission is filled at the factory with a special Gear Lubricant. If necessary to replenish the fluid to restore the level to the bottom of the filler plug hole (Fig. 15), use Multi-Purpose Gear Lubricant SAE 140, as defined by MIL-L-2105B. It is not necessary to change the lubricant when the car is used in normal passenger car service. Where the car is used for other than normal passenger car service, refer to the car's service schedule for recommended service intervals.

It is not necessary to change the lubricant when the car is used in normal passenger car service. Where the car is used for other than normal passenger car service, refer to the car's service schedule for recommended service intervals.

The fluid level in the transmission should be maintained to the bottom of the filler plug hole (Fig. 15). When necessary to replenish, refill with Automatic Transmission Fluid, AQ-ATF, Suffix "A," Part Number 1843314, for all ambient temperatures. In warmer weather, however, Multi-Purpose Gear Lubricant SAE 90, as defined by MIL-L-2105B, may be used.

Manual-Three-Speed-Standard

The fluid level in the transmission should be main-

tained to the bottom of the filler plug hole (Fig. 15).

When necessary to replenish, refill with Automatic Transmission Fluid, AQ-ATF, Suffix "A," Part Number 1843314, for all ambient temperatures. In warmer weather, however, Multi-Purpose Gear Lubricant SAE 90, as defined by MIL-L-2105B, may be used.

It is not necessary to change the lubricant when the car is used in normal passenger car service. Where the car is used for other than normal passenger car service, refer to the car's service schedule for recommended service intervals.