

SECTION 2

GENERAL LUBRICATION

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CORVAIR—500, 700, 900 SERIES

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GENERAL DESCRIPTION

The selection of the proper lubricant and its correct application at regular intervals does much to increase the life and operation of all moving parts of the vehicle. Lubricants and lubrication requirements are out-

lined in the following paragraphs and the points of lubrication are indicated on the lubrication diagram at the end of this section. The diagram is coded to show recommended lubricant and mileage intervals.

ENGINE

CRANKCASE OIL

When checking or adding oil in crankcase, be careful to avoid dripping or spilling oil onto engine shrouding. This may result in objectionable fumes entering the passenger compartment.

Crankcase Capacity

Refill 4 qt.

For Oil Filter add ½ qt.
Dry 5½ qt.

Lubrication—First 500 to 1000 Miles

The engine crankcase of all new vehicles is filled with a special, heavy duty oil. This oil will assure the proper “break-in” of the engine components. Use this oil only during the first 1000 miles if temperatures

are below 60°F, or 500 miles if temperatures are above 60°F. Check frequently and maintain the proper level. If it is necessary to add oil, use one of the oils described under "SAE Viscosity Oils." At the end of the first 500 to 1000 miles, drain the original oil when hot and refill with an oil of the Viscosity Number and Type indicated below.

Lubrication—After 500 to 1000 Miles

After the first 500 to 1000 miles the crankcase oil should be selected to give the best performance under the climatic and driving conditions in the territory in which the vehicle is driven.

During warm or hot weather, an oil which will provide adequate lubrication under high operating temperatures is required.

During the colder months of the year, an oil which will permit easy starting at the lowest atmospheric temperature likely to be encountered, should be used.

When the crankcase is drained and refilled, the crankcase oil should be selected, not on the basis of the existing temperature at the time of the change, but on the lowest temperature anticipated for the period during which the oil is to be used.

Unless the crankcase oil is selected on the basis of viscosity or fluidity at the anticipated temperature, difficulty in starting will be experienced at each sudden drop in temperature.

SAE Viscosity Oils

SAE Viscosity Numbers indicate only the viscosity or body of the oil, that is, whether an oil is a light or a heavy body oil, and do not consider or include other properties or quality factors.

The lower SAE Viscosity Numbers, such as SAE 5W and SAE 10W which represent the light body oils, are recommended for use during cold weather to provide easy starting and instant lubrication. The higher SAE viscosity Numbers such as SAE 30 and SAE 20, which represents heavier body oils, are recommended for use during warm or hot weather to provide improved oil economy and adequate lubrication under high operating temperatures.

Oils are available which are designed to combine the easy starting characteristics of the lower SAE Viscosity Number with the warm weather operating characteristics of the higher SAE Viscosity Number. These are termed "multi-viscosity" oils; SAE 5W-20, SAE 10W-30, SAE 20W-40, etc.

The following chart will serve as a guide for the selection of the correct SAE Viscosity Number for use under different atmospheric temperature ranges, and suggests the appropriate SAE Viscosity Number when a multi-viscosity oil is used.

If the lowest anticipated temperature during the interval in which the oil will remain in the crankcase is:	The following SAE viscosity oils are recommended:	Multi-Viscosity oils recommended:
32° F	SAE 30	SAE 10W—30
—10° F	SAE 10	SAE 10W—30
Below —10° F	SAE 5W	SAE 5W—20

CAUTION: Operation with SAE 10W above 60° F is not recommended.

Types of Oils

In service, crankcase oils may form sludge and varnish and under some conditions, corrosive acids unless protected against oxidation. To minimize the formation of these harmful products and to supply the type of oil best suited for various operating conditions, the oil industry markets several types of crankcase oils. These types have been defined by the American Petroleum Institute as follows:

"Service ML" (Comparable to former Regular Type)—Generally suitable for use in internal combustion engines operating under light and favorable service conditions.

"Service MM" (Comparable to former Premium Type)—Oil having the characteristics necessary to make it generally suitable for use in internal combustion engines operating under moderate to severe service conditions which present problems of sludge, varnish or bearing corrosion control when crankcase oil temperatures are high.

"Service MS" and "Service DG" (Comparable to former Heavy-Duty Types)—Oils having the characteristics to make them generally suitable for use in internal combustion engines operating under unfavorable or severe types of service conditions.

For maximum engine protection under all driving conditions, oils designated "For Service MS" or "For Service DG" are recommended.

Maintaining Oil Level

The oil gauge rod is marked "Full" and "Add Oil." These notations have broad arrows pointing to the level lines. The oil level should be maintained between the two lines, neither going above the "Full" line nor under the "Add Oil" line (fig. 2-1).

Check the oil level frequently and add oil when necessary.

NOTE: It is advisable, when taking a long trip, to recheck the oil level after the first 100 miles of the trip. This is a precautionary measure, due to the possibility of crankcase dilution which would give a false initial oil level reading. The diluents which are usually the result of incomplete engine warm-up (traveling short distances) are driven out of the crankcase with high speed driving or sustained normal engine operating temperatures.

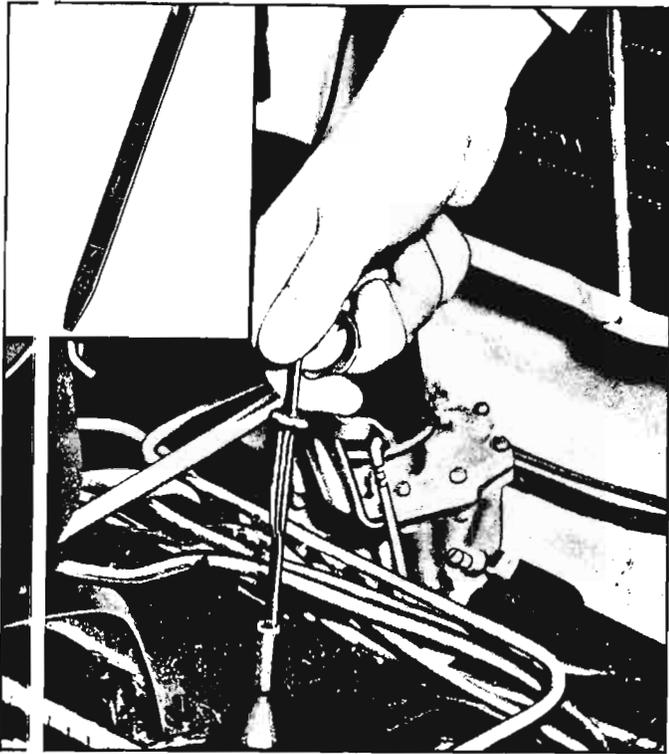


Fig. 2-1—Checking Engine Oil Level

When to Change Crankcase Oil

Favorable Conditions

Oils have been greatly improved, driving conditions have changed and improvements in engines, such as the crankcase ventilating system, have greatly lengthened the life of good lubricating oils. However, to insure continuation of best performance, low maintenance cost and long engine life, it is necessary to change the crankcase oil whenever it becomes contaminated with harmful foreign materials. Under favorable driving conditions draining the crankcase and refilling with fresh oil every 4000 miles is recommended.

It is always advisable to drain the crankcase only after the engine has become thoroughly warmed up or reached normal operating temperature. The benefit of draining is, to a large extent, lost if the crankcase is drained when the engine is cold, as some of the suspended foreign material will cling to the sides of the oil pan and will not drain out readily with the cold, slower moving oil.

Under the driving conditions described in the following paragraphs, it may become necessary to drain the crankcase oil more frequently.

Dusty Area Operation

Driving over dusty roads or through dust storms introduces abrasive material into the engine. Carburetor air cleaners decrease the amount of dust that may enter the crankcase. The frequency of draining depends on severity of dust conditions and no definite draining periods can be recommended, but should

be more frequent than under favorable driving conditions.

Low Temperature Operation

Short runs in cold weather, such as city driving and excessive idling, do not permit thorough warming up of the engine and water, fuel and acid may accumulate in the crankcase. Water in the crankcase may freeze and interfere with proper oil circulation. These factors also promote corrosion and sludge formation and may cause clogging of oil screens and passages. Under favorable driving conditions this water is removed by the rapid warm-up inherent in this type of engine. However, if crankcase diluents accumulate, they should be removed by draining the crankcase as frequently as may be required.

Crankcase Dilution

Probably the most serious phase of engine oil deterioration is that of crankcase dilution which is the thinning of the oil by fuel vapor leaking by pistons and rings and mixing with the oil and by condensation of water on the cylinder walls and crankcase.

Leakage of fuel, or fuel vapors, into the oil pan occurs mostly during the "warming up" period when the fuel is not thoroughly vaporized and burned. Water vapor enters the crankcase through normal engine ventilation and through exhaust gas blow-by. When the engine is not completely warmed up, these vapors condense, combine with the condensed fuel and exhaust gases and form acid compounds in the crankcase.

As long as the gases and internal walls of the crankcase are hot enough to keep water vapor from condensing, no harm will result. However, when the engine is run in low temperatures moisture will collect and unite with the gases formed by combustion resulting in an acid formation. The acid thus formed is likely to cause serious etch or pitting which will manifest itself in excessively rapid wear on pistons pins, crankshaft bearings and other moving parts of the engine, oftentimes causing the owner to blame the car manufacturer or the lubricating oil when in reality the trouble may be traced back to the character of fuel used, or a condition of the engine such as excessive blowby or improper carburetor adjustment.

Automatic Control Devices to Minimize Crankcase Dilution

The engine is equipped with automatic devices which aid greatly in minimizing the danger of crankcase dilution.

The thermostatic control, mounted in the left engine shroud, controls the cooling air throttle valve ring which governs the air flow through the engine shrouds, thus minimizing the length of time required to reach efficient operating temperature, reducing the time that engine temperatures are conducive to vapor condensation.

A road draft tube on the rear of the engine venti-

lates the crankcase and removes condensation and vapors that tend to accumulate.

An automatic choke reduces the danger of raw or unvaporized fuel entering the combustion chamber and leaking into the oil reservoir.

OIL FILTER

A full flow oil filter (fig. 2-2), filters all of the oil delivered by the oil pump; for this reason the interval of cartridge change is very important. The oil filter cartridge should be replaced after the first 5000 miles and every 4000 miles thereafter.

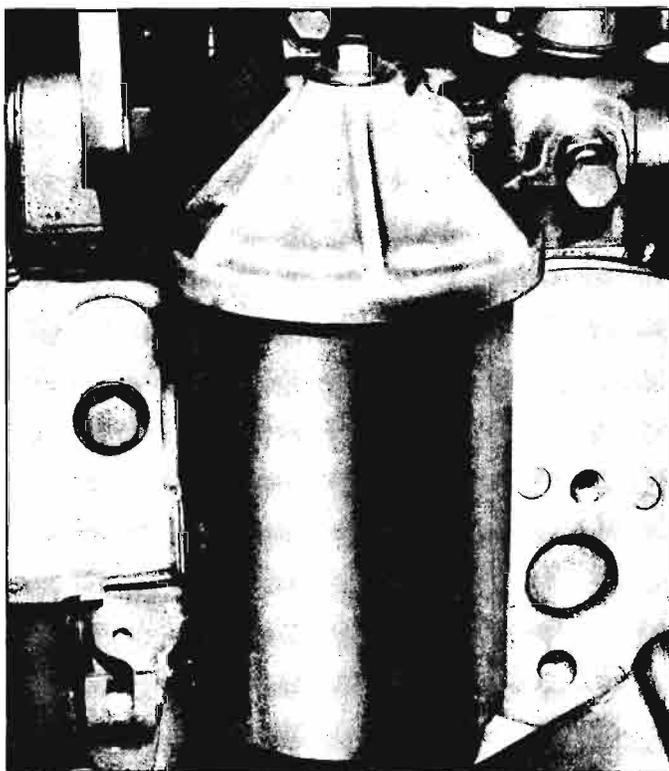


Fig. 2-2—Oil Filter

Changing of Oil Filter Cartridge

Unscrew cartridge container center bolt to remove filter cartridge.

Before installing new cartridge clean out cartridge container and place new gasket in position in oil filter body casting. Clean up any oil spilled as this oil, if in contact with blower belt, will cause blower belt to slip and effect generator operation and cooling efficiency.

NOTE: Be certain to remove old seal from oil filter. If not removed, new seal will block oil passage in filter and not allow filtering of dirty oil.

Oil filter center bolt should be tightened to 9-15 ft. lbs. torque.

FRONT SUSPENSION AND STEERING LINKAGE

For chassis lubrication, consult the lubrication chart (fig. 2-33). It shows the points to be lubricated and how often the lubricant should be applied. There are four fittings on the steering linkage and four on the front suspension.

The term "chassis lubricant" as used in this manual, describes a semi-fluid lubricant designed for application by commercial pressure gun equipment. It is composed of mineral oil (300 to 500 seconds Saybolt Universal viscosity at 100°F) combined with approximately 8% soap, or soaps which are insoluble in water.

CLUTCH CONTROL CROSS SHAFT

The cross shaft should be lubricated through the fitting every 1000 miles with chassis lube (fig. 2-3), also coat both ends of shaft.

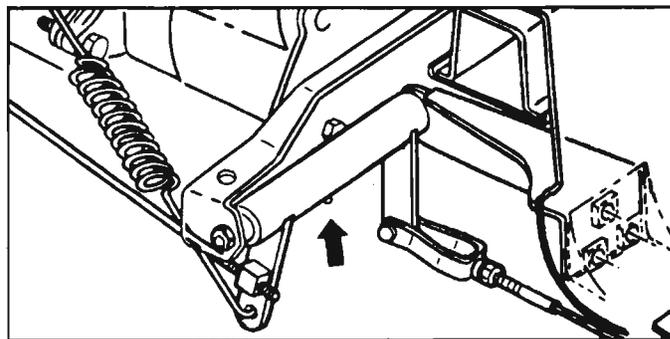


Fig. 2-3—Clutch Control Cross Shaft

STEERING GEAR

The steering gear is filled at the factory with a special all-season gear lubricant. Seasonal change of this lubricant is unnecessary and the housing should not be drained. Whenever required, additions should be made using a lubricant which, at low temperatures, is fluid and will not "channel" or cause "hard steering" and which will provide satisfactory lubrication under extreme summer conditions. Steering gear lubricants are marketed by many oil companies.

To check the steering gear, it will be necessary to reach up under the front bumper to gain access to the filler plug (fig. 2-4).

GENERATOR

Every 1000 miles the oiler on each end of the generator should be filled to the top of the cap with a light engine oil (fig. 2-5).

NOTE: Over oiling at the front oiler may result in damage to the generator.

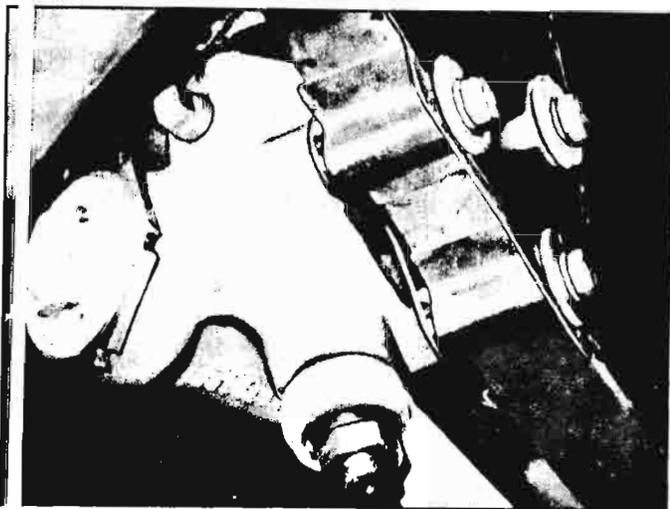


Fig. 2-4—Steering Gear Filler Plug



Fig. 2-6—Distributor Lubrication—Hinge Cap Oiler

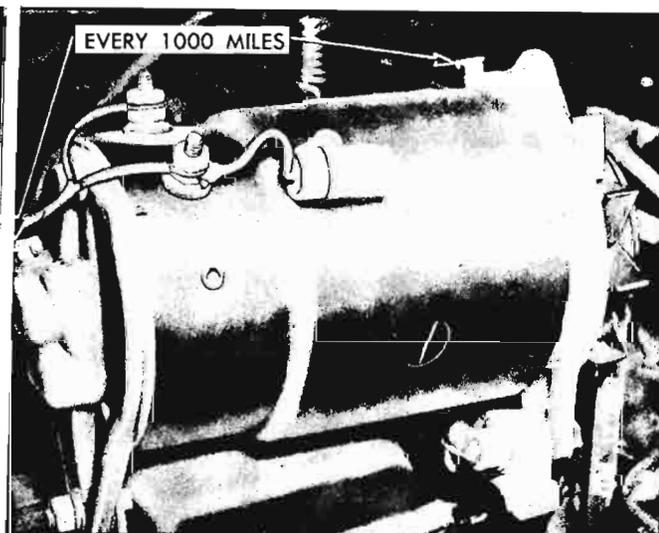


Fig. 2-5—Generator Lubrication

DISTRIBUTOR

A hinge cap oiler on the side of the distributor housing should be filled with light engine oil every 1000 miles (fig. 2-6).

Distributor cap should be removed every 5000 miles. Apply a small amount of Delco-Remy cam and ball bearing lubricant or other suitable high melting point non-bleeding grease on distributor cam surface (fig. 2-7).

Add a few drops of light engine oil to the breaker lever pivot.

AIR CLEANERS

The air cleaner elements should be removed and cleaned every 2000 miles. Immerse element in kerosene



Fig. 2-7—Distributor Lubrication—Breaker Cam

to clean, squeeze dry, re-immers in light engine oil (SAE 10W-30), squeeze to remove most of the oil and reinstall. Refer to section 9 for complete service procedure.

FRONT WHEEL BEARINGS

It is necessary to remove the wheel and hub assembly to lubricate the bearings every 10,000 miles. The bearing assemblies should be cleaned before repacking with lubricant. Do not pack the hub between the inner and outer bearing assemblies or the hub caps, as this

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excessive lubrication results in the lubricant working out into the brake drums and linings.

Front wheels of all passenger car models are equipped with roller bearings and should be packed with a high melting point water resistant front wheel bearing lubricant.

CAUTION: Do not mix wheel bearing lubricants. Be certain to thoroughly clean bearings and hubs of all old lubricant before repacking.

The proper adjustment of front wheel bearings is one of the important service operations that has a definite bearing on safety. A car with improperly adjusted front wheel bearings lacks steering stability, has a tendency to wander or shimmy and may have increased tire wear. The adjustment of these bearings is very critical. The procedure is covered in Section 3 of this manual under Front Wheel Bearing Adjustment.

UNIVERSAL JOINTS

The universal joints are lubricated and sealed at the factory. It is recommended that they be disassembled, cleaned and lubricated every 25,000 miles with a high-melting point, wheel bearing type lubricant.

TRANSMISSION—AXLE—ASSEMBLY

STANDARD TRANSMISSION ASSEMBLIES

Recommended Lubricants

Since both units are connected by internal passages, SAE 80 "Multi-Purpose" gear lubricant must be used.

CAUTION: Straight Mineral Oil gear lubricants or any "lead soap, active sulphur" lubricants must not be used.

G.M. No. 3772661 SAE 80 is recommended for year around use.

Lubricant Additions

The lubricant level in these units should be checked periodically (every 1000 miles).

To check "trans-axle" unit, check first at the axle (fig. 2-8), if low, also check the transmission (fig. 2-9).

When checking lubricant level, both units should be at operating temperature. With unit at operating temperature the lubricant should be level with bottom of the filler plug hole. If the lubricant level is checked

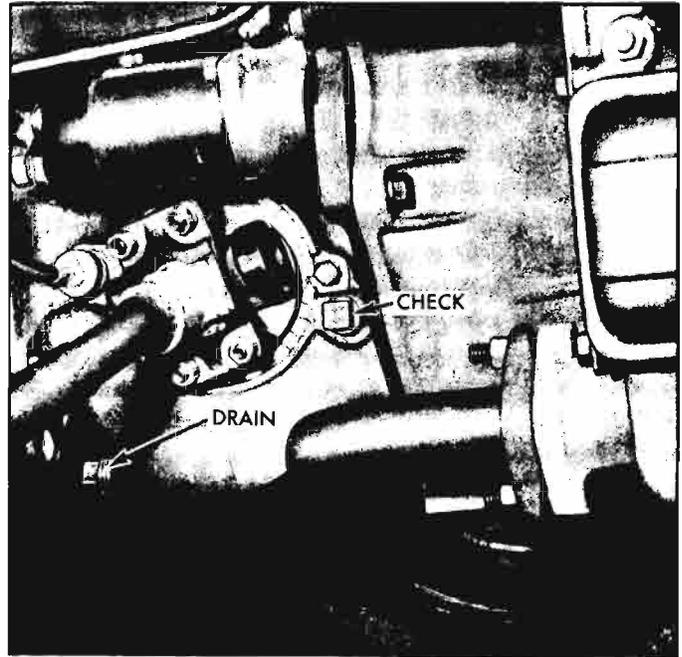


Fig. 2-8—Checking Axle Lubricant

with the unit cold the lubricant level should be $\frac{1}{2}$ inch below the filler plug hole.

Lubricant Changes or Refill

Drain out the original lubricant at the end of the first 1000 miles and every 10,000 miles thereafter. When both units have been emptied for one reason or another, lubricant must be added to each unit. After refill (5 pints total), check level at both units.

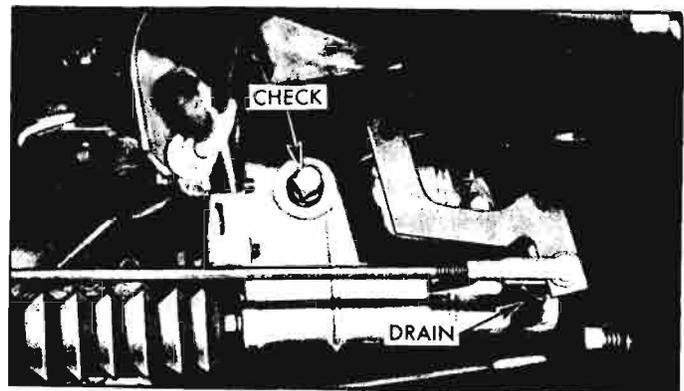


Fig. 2-9—Checking Transmission Lubricant

"Multi-Purpose" Gear Lubricants

Gear lubricants that will satisfactorily lubricate hypoid rear axles have been developed and are commonly referred to as "Multi-Purpose" gear lubricants.

"Multi-Purpose" gear lubricants must be manufactured under carefully controlled conditions and the lubricant manufacturer must be responsible for the

sat factory performance of his product. His reputation is the best indication of quality.

AUTOMATIC TRANSMISSION ASSEMBLIES

Recommended Lubricants

When this vehicle is equipped with an automatic transmission, the units are handled on an individual basis (similar to standard passenger car, because they are not inter-connected) as far as lubrication is concerned. The lubricant used in the rear axle is the same as mentioned above, and the recommendations still apply to this unit, but for the automatic transmission, the special transmission oil must be used (type "A" bearing the mark AQ-ATF).

Lubricant Additions

Check oil level every 1000 miles, with engine idling, parking brake set, transmission warm and control lever in Neutral (N) position. Add only Automatic Transmission Fluid Type "A," bearing the mark AQ-ATF when level reaches "add" mark on oil level rod (one pint low). Do not allow dirt to enter filler tube (fig. 2-10).



Fig. 2-10—Checking Automatic Transmission Lubricant Level

NOTE: If the above type fluid bearing the mark (AQ-ATF—number—A) is not available, it is permissible to use automatic transmission fluid Type "A" with an AQ-ATF mark.

Lubricant Changes or Refill

It is not necessary to drain this unit initially, sea-

sonally or periodically. However, the rear axle portion should be handled as outlined under "Standard Transmission Assemblies." On an overhaul of automatic transmission unit, and if converter has not drained out, a refill will take 6 pints; on a "dry" transmission, 13-14 pints are needed.

BATTERY

The battery positive terminal has a felt washer between top of case and cable connections to minimize corrosive action of battery acid. This felt washer should be saturated with engine oil every 1000 miles (fig. 2-11).

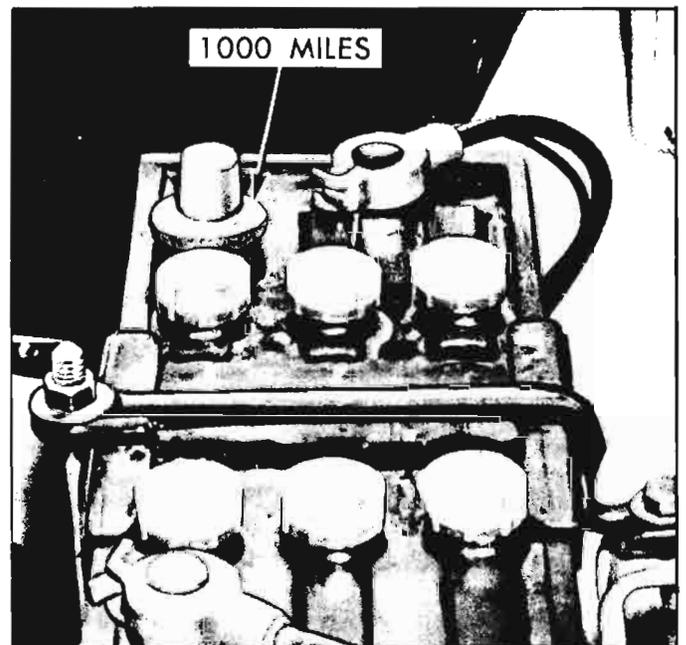


Fig. 2-11—Battery Terminal Washer Lubrication

HYDRAULIC BRAKE CYLINDER FLUID LEVEL

Every 1000 miles, the fluid level in the brake main cylinder should be checked. The level of the fluid should be even with the cast boss on inside of cylinder casting. If low, add only G. M. Hydraulic Brake Fluid Super No. 11.

PARKING BRAKE AND CLUTCH CABLE PULLEYS AND CABLES

The six pulley bearing areas and the cables at the pulleys should be lubricated with Lubriplate at 10,000 miles intervals (fig. 2-12 and 2-13). Four of these pul-

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leys utilize two common shafts, while the remaining two are on separate shafts.

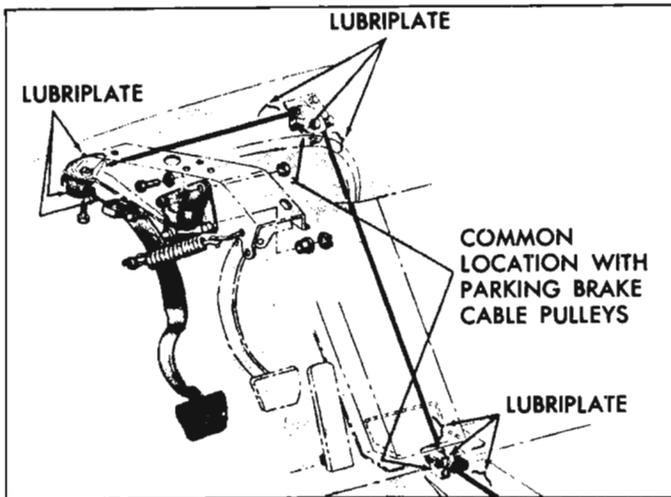


Fig. 2-12—Pulley Lubrication—Clutch Cable

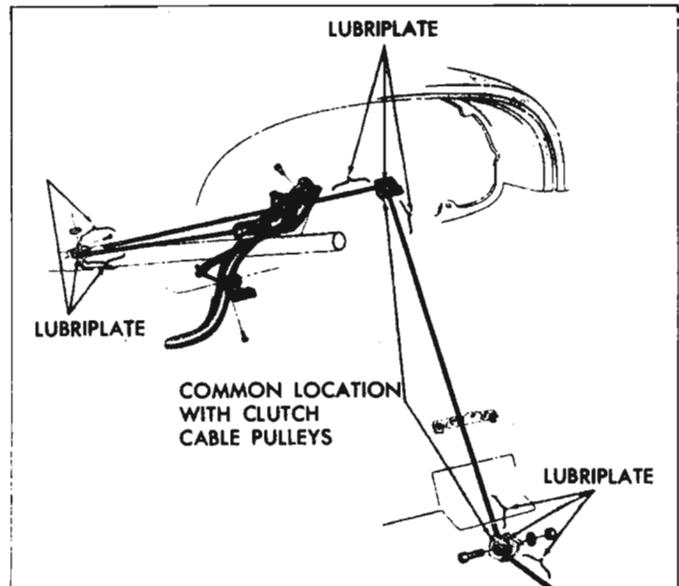


Fig. 2-13—Pulley Lubrication—Parking Brake Cable

BODY LUBRICATION

Many of the annoying squeaks and noises that occur in closed bodies are due to neglecting a very important maintenance service which all bodies should receive regularly.

The movable mechanical parts of the body are lubricated at the factory for easy operation and to eliminate squeaks caused by frictional contact. This lubrication should be maintained and replenished at periodic intervals.

Most body lubrication points do not carry heavy loads like the chassis, and for this reason many of the points do not require as heavy nor as frequent lubrication as the chassis points. But because of the more frequent use of some parts such as door locks and door lock strikers, it is important that these readily accessible parts be lubricated at least twice a year. Other body parts should be lubricated whenever access to the parts is available.

For body lubrication, a specific kind of lubricant, the one best suited for individual points, should be used. Knowing what to use and where to use it, together with a little care and cleanliness will bring many returns in the satisfaction and pleasure of driving a car properly serviced. Wipe off all lubrication points before applying new lubricant. Remove all excess lubricant where necessary to prevent staining of trim or clothing.

THE FOLLOWING PARTS SHOULD BE LUBRICATED TWICE EACH YEAR

Front and Rear Door Lower Hinge Assembly

Wipe off dirt and apply a light coat of Lubriplate or equivalent to areas indicated by arrows in Figure 2-14. Wipe off excess lubricant. Lubrication of front and rear

door upper hinges is typical of lubrication of lower hinges.

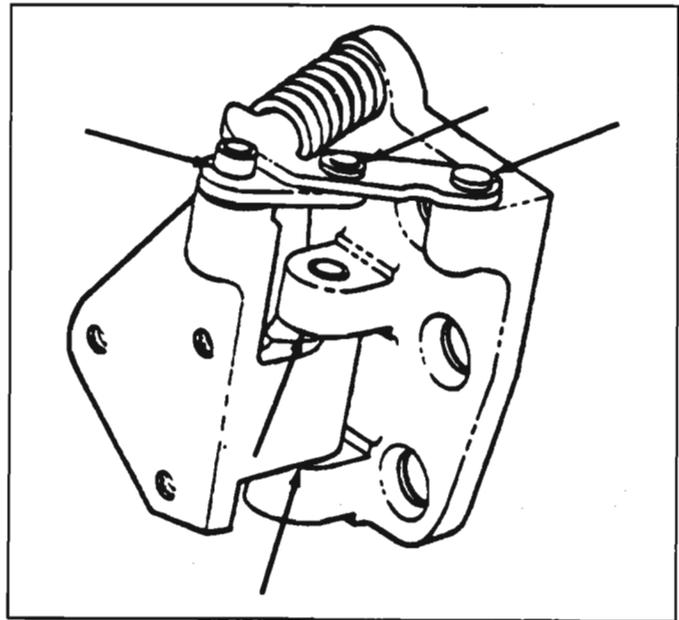


Fig. 2-14—Front and Rear Lower Hinge Assembly

Door Lock Striker

Wipe off dirt and apply a light coat of stick-type lubricant to top surface of lock bolt teeth at areas indicated by "1" in Figure 2-15.

Instrument Panel Compartment Door Hinge

Wipe off dirt and apply a sparing amount of dripless oil to the hinge and hinge stop friction points. Operate door and wipe off all excess lubricant.

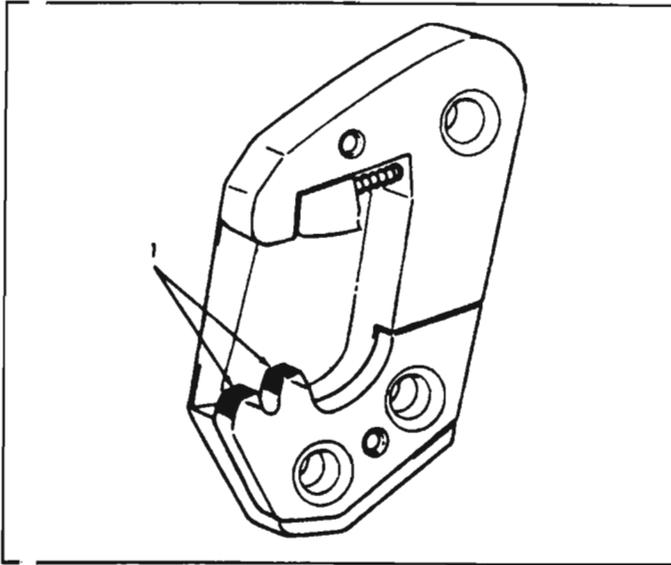


Fig. 2-15—Door Lock Striker

Door Bottom Drain Hole Sealing Strip

Apply a sparing amount of silicone rubber lubricant to surface of sealing strip at area indicated by "1" in Figure 2-16. This operation is performed to prevent lip of sealing strip from adhering to inner panel and plugging drain hole in bottom of door.

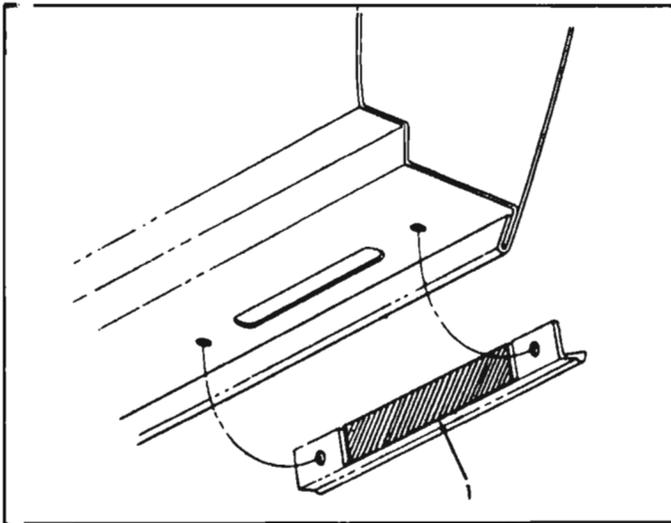


Fig. 2-16—Door Bottom Drain Hole Sealing Strip

Front Compartment Lid Lock

Wipe off dirt and apply Lubriplate or equivalent long area of slot in lock bolt as indicated by "1" and a notch of latch as indicated by "2" in Figure 2-17. Wipe off excess lubricant. Lubrication of the engine compartment latch is similar to the lubrication of the front compartment lid lock latch.

Door Jamb Switch

Wipe off dirt and apply a thin coat of Lubriplate or equivalent to end surface of switch plunger. Wipe off excess lubricant.

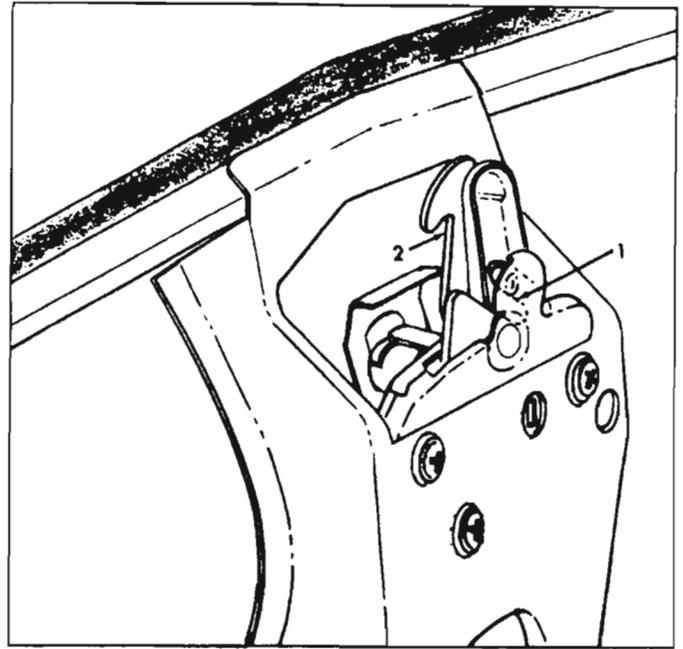


Fig. 2-17—Front Compartment Lid Lock

Gas Tank Filler Door Hinge

Wipe off dirt and apply a few drops of dripless oil to all hinge bearing points.

Front Compartment Lid Hinges and Torque Rods

Wipe off dirt and apply a molybdenum disulfide lubricant to front compartment hinge friction points at hinge pin area and to tab on movable portion of hinge which engages outboard end of torque rod (See "1" fig. 2-18). Wipe off dirt and apply Lubriplate or equivalent to torque rod bearing points at lower inboard edge of retainer as indicated at "2" Figure 2-18. Wipe off excess lubricant from torque rod bearing point.

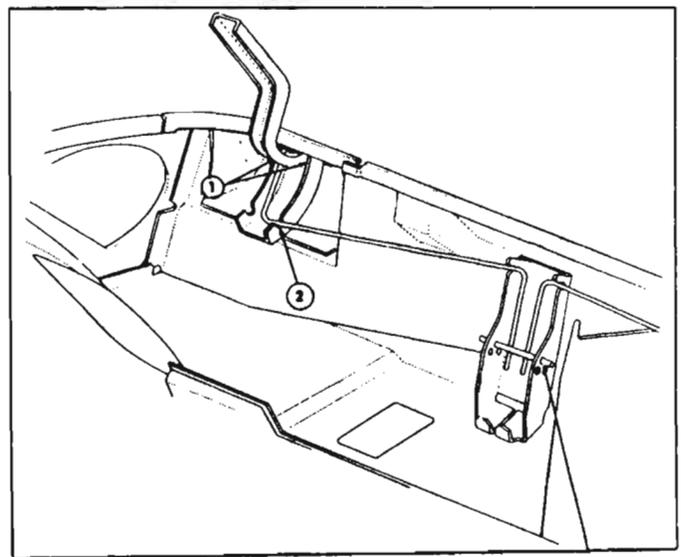


Fig. 2-18—Front Compartment Lid Hinges and Torque Rods

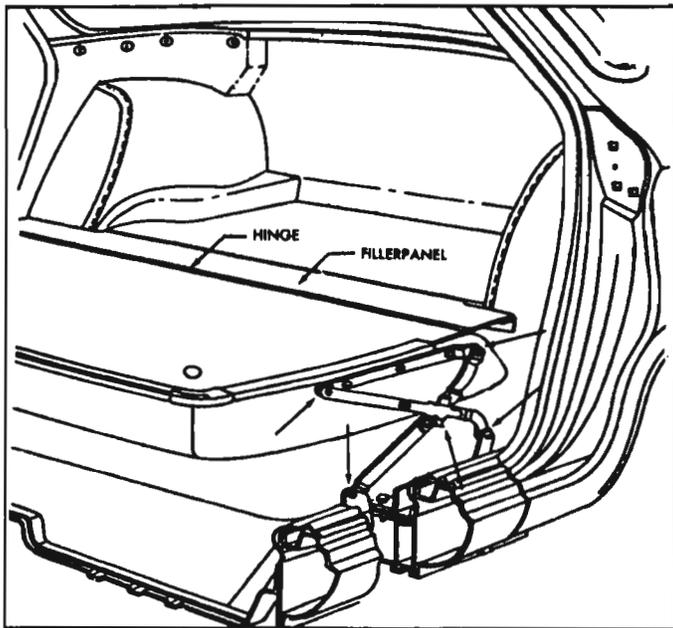


Fig. 2-19—Rear Folding Seat Back Support Link Assembly

Rear Folding Seat Back Support Link Assembly

Wipe off dirt and apply a few drops of dripless oil to link assembly bearing points indicated by arrows in Figure 2-19. Operate seat and remove all excess lubricant.

Rear Folding Seat Back Filler Panel Hinge

Wipe off dirt and apply a few drops of dripless oil to friction areas of hinge shown in Figure 2-19. Wipe off excess lubricant.

Door Weatherstrip

Carefully apply a sparing amount of silicone rubber

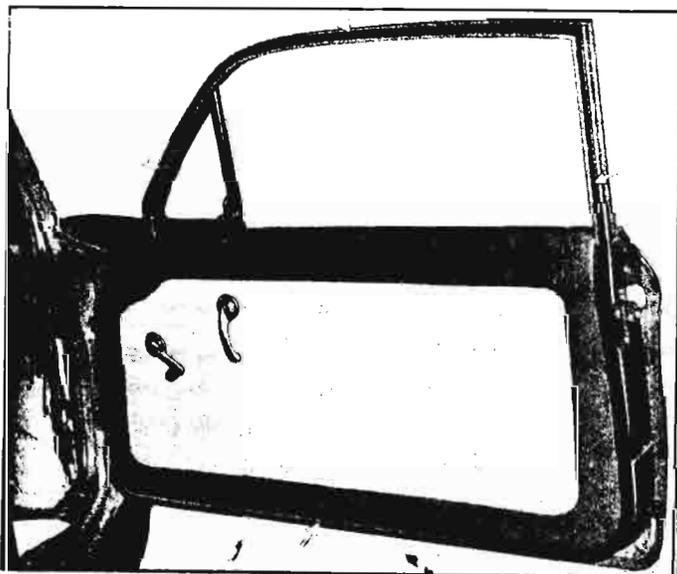


Fig. 2-20—Door Weatherstrip

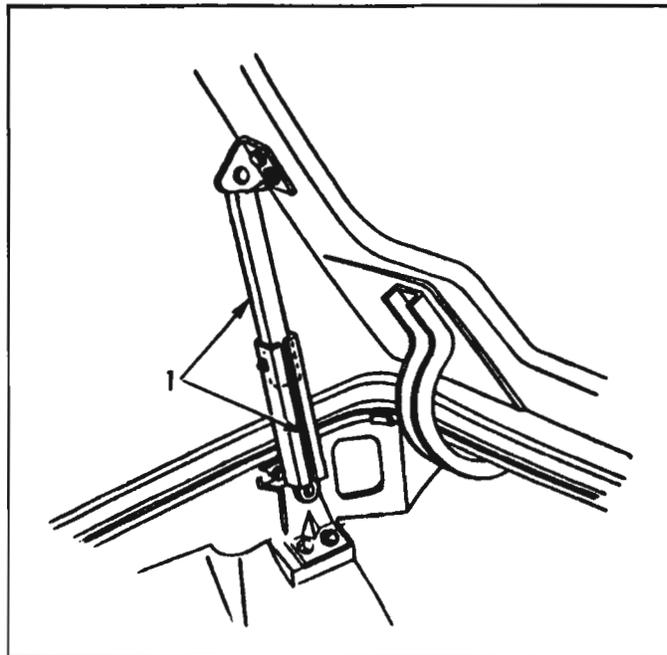


Fig. 2-21—Engine Compartment Lid Support

lubricant to surface of door weatherstrip (fig. 2-20).

Engine Compartment Lid Support

Wipe off dirt and apply a coat of Lubriplate or equivalent to channel portions of lid support as indicated by "1" in Figure 2-21.

LUBRICATE WHEN ACCESS TO PARTS IS AVAILABLE

Door Outside Handle

Apply a light coat of Lubriplate or equivalent to end surface of lock cylinder shaft contacting bell crank as indicated by "2" in Figure 2-22.

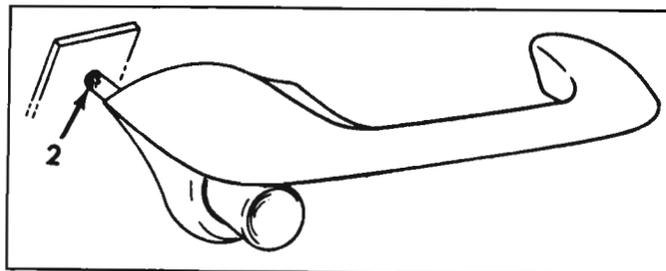


Fig. 2-22—Door Outside Handle

Door Window Regulator and Cams

Apply a coat of Lubriplate or equivalent to area of regulator sector indicated by "1", to bearing surface of regulator arm as indicated at "2", and to sliding surface of guide channels and cam as indicated by "3" in Figure 2-23. Lubrication of rear door parts is typical of lubrication required on front door parts.

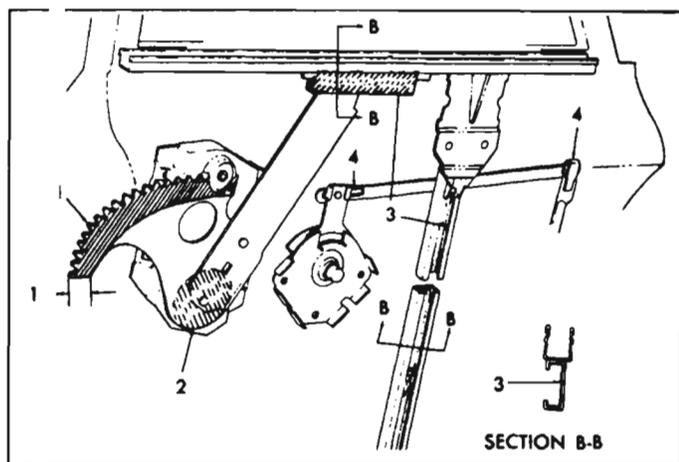


Fig. 2-23—Door window Regulator

Door Lock Parts

Lubricate moving parts of door lock with Lubriplate or equivalent.

Door Locking Mechanism

Apply Lubriplate or equivalent to pivot points at ends of all connecting linkage as indicated by "4" in Figure 2-23. Lubrication of rear door locking mechanism is typical of lubrication required on front door locking mechanism.

Rear Engine Compartment Lid Hinges

Apply Lubriplate or equivalent to hinge friction points at hinge pin area.

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GENERAL DESCRIPTION

The lubrication recommendations for the Greenbrier Sportswagon and Commercial series models are the same as the 500, 700 and 900 Corvaire models except as outlined in the following paragraphs.

ENGINE

The engine components requiring regular servicing and lubrication are reached through a hinged access door located above the rear bumper. This door affords access to the engine oil filler tube, engine oil filter, generator and distributor (fig. 2-24). The air cleaners are serviced through a removable engine compartment panel located at the rear of the cargo area floor (fig. 2-25). The engine crankcase capacity, lubrication change intervals and type of oil used remain the same as the Corvaire 500, 700 and 900 series vehicles. Refer to the previous sub-section.

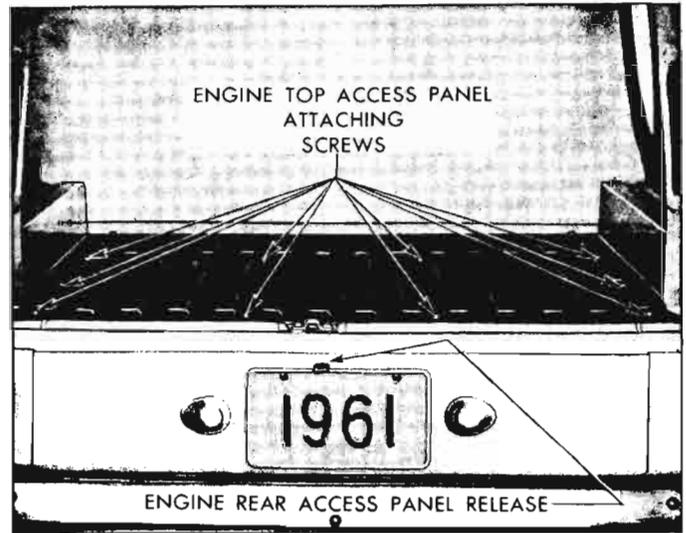


Fig. 2-25—Engine Compartment Access Panel Location

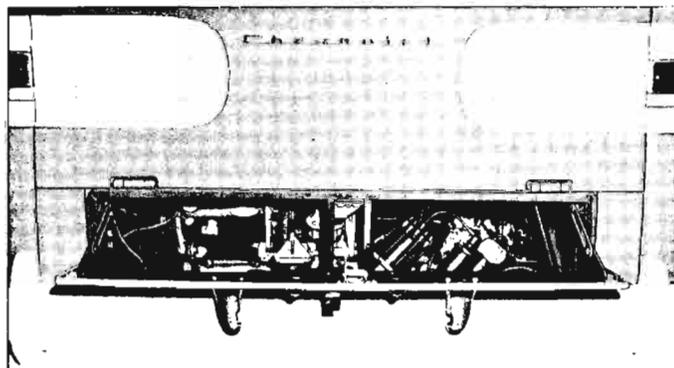


Fig. 2-24—Engine Access Door

FRONT SUSPENSION AND STEERING LINKAGE

For chassis lubrication consult the lubrication chart, Figure 2-34, which shows the points to be lubricated. There are seven lubrication points on the steering linkage and four on the front suspension.

BATTERY

The battery service requirements remain the same as listed in the previous sub-section. A hinged battery

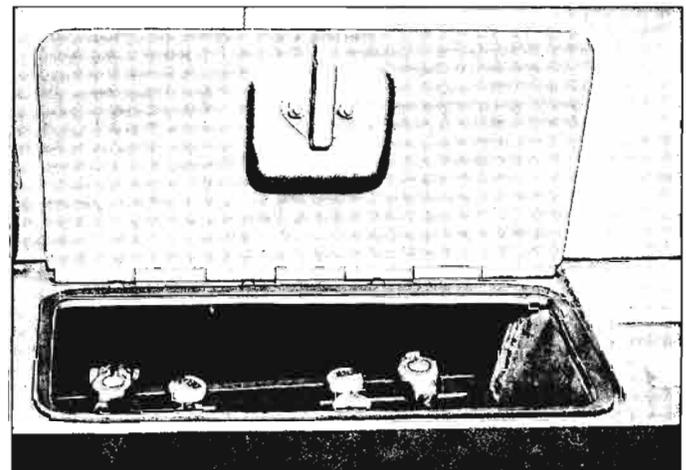


Fig. 2-26—Battery Access Door

access door is located in the top surface of the left hand rear wheelhouse (fig. 2-26).

STANDARD TRANSMISSION GEAR SHIFT CONTROL

There are two lubrication fittings on the standard transmission gear shift control, located at the shaft control arm and shaft support (fig. 2-27). When parts are accessible, apply Lubriplate or equivalent to control lever ball and control clevis.

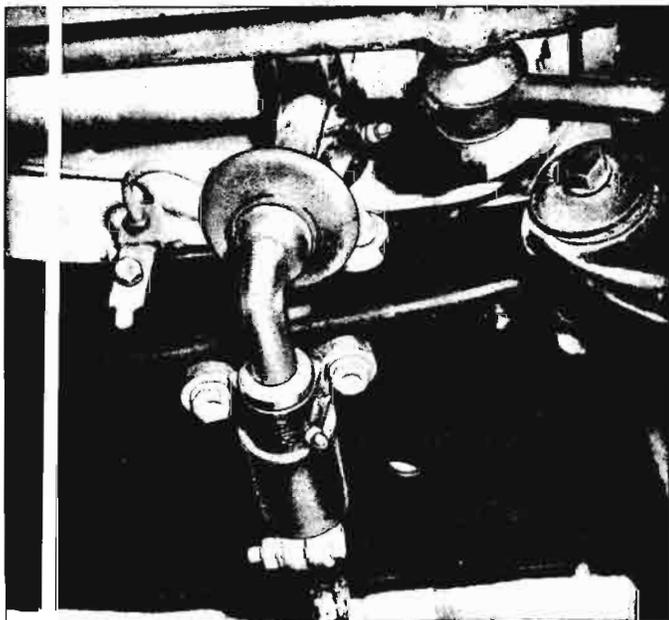


Fig. 2-27—Shift Control Arm and Shaft Support

BRAKE AND CLUTCH PEDALS

The brake and clutch pedals incorporate a lube fitting in the pivot shaft and should be lubricated with chassis lube every 1000 miles.

CLUTCH LINKAGE

Coat contacting surfaces of clutch spring and lever assembly with Lubriplate every 5000 miles.

BODY

The Greenbrier Sportswagon and Commercial series, while incorporating different body construction and styling than the Corvair Sedan, include similar areas of lubrication which should receive regular attention.

Periodic body lubrication is especially important on the Commercial Vans and Pickups which are subject to heavy day to day use. Because of the frequent use of cargo doors, end gate and side gate ramps, it is impor-

tant that these components be lubricated at the recommended intervals.

THE FOLLOWING POINTS SHOULD BE LUBRICATED FOUR TIMES EACH YEAR.

Front Side Door Upper and Lower Hinges

Wipe off dirt and old lubricant and apply a light coating of Lubriplate or equivalent to the areas indicated by arrows in Figure 2-28.



Fig. 2-28—Front Side Door Upper and Lower Hinges

Door Lock Striker Assemblies

Front Side Doors

Refer to previous sub-section and Figure 2-15.

Side Double Doors

Wipe off dirt and old lubricant and apply stainless stick type lubricant to areas indicated in Figures 2-29.

Rear Doors

Wipe off dirt and old lubricant and apply stainless stick type lubricant to areas indicated in Figure 2-30.

Door Check Assemblies

Wipe off dirt and old lubricant and apply Lubriplate to front side door check arms, and stick type lubricant to side double and rear door check arms (fig. 2-31).

Ramp Door and End Gate

Apply light coating of engine oil to hinge. Wipe off dirt and old lubricant and apply stick type lubricant to

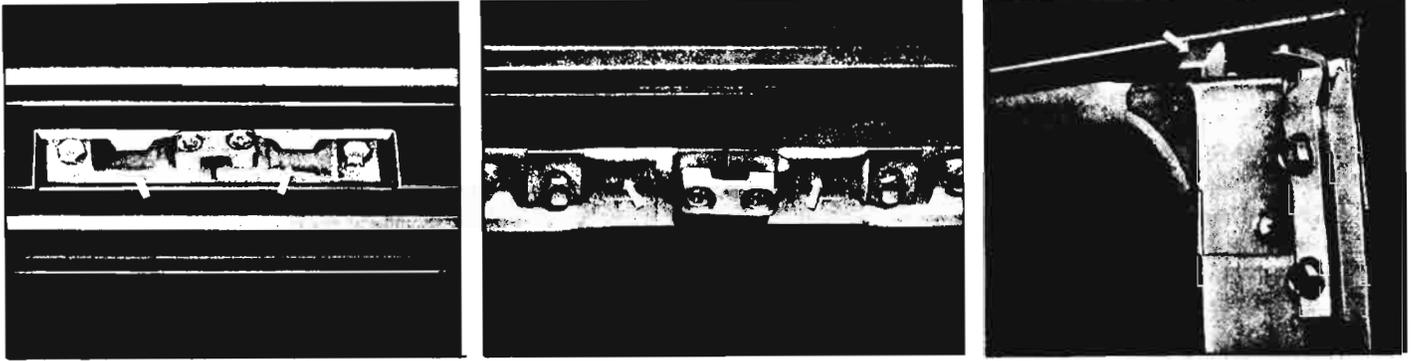


Fig. 2-29—Side Double Door Lock and Striker Assembly

safety catch, lock striker and lock catch. Apply light coating of oil to end gate supports (fig. 2-32).

LUBRICATE WHEN ACCESS TO PARTS IS AVAILABLE

Lubricate front side and side double door window regulator slide channels with Lubriplate.

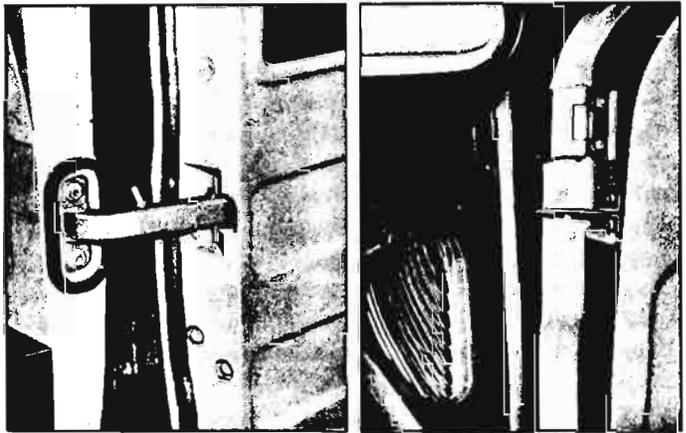


Fig. 2-31—Front Side Door and Double Door Checks

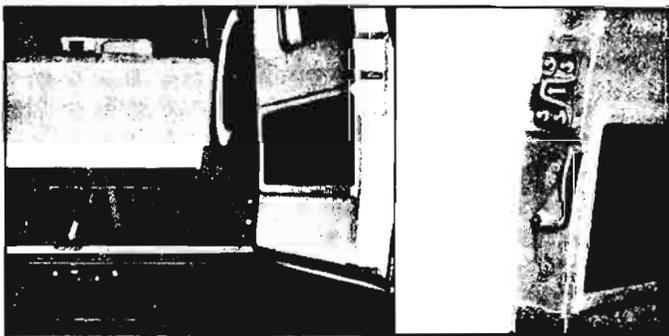


Fig. 2-30—Rear Doors

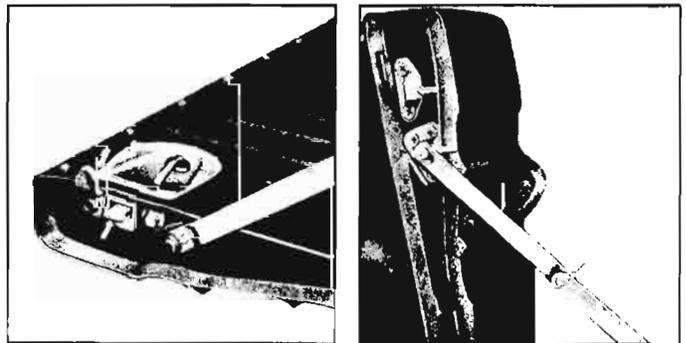


Fig. 2-32—End Gate Lubricating Points

POINTS OF LUBRICATION

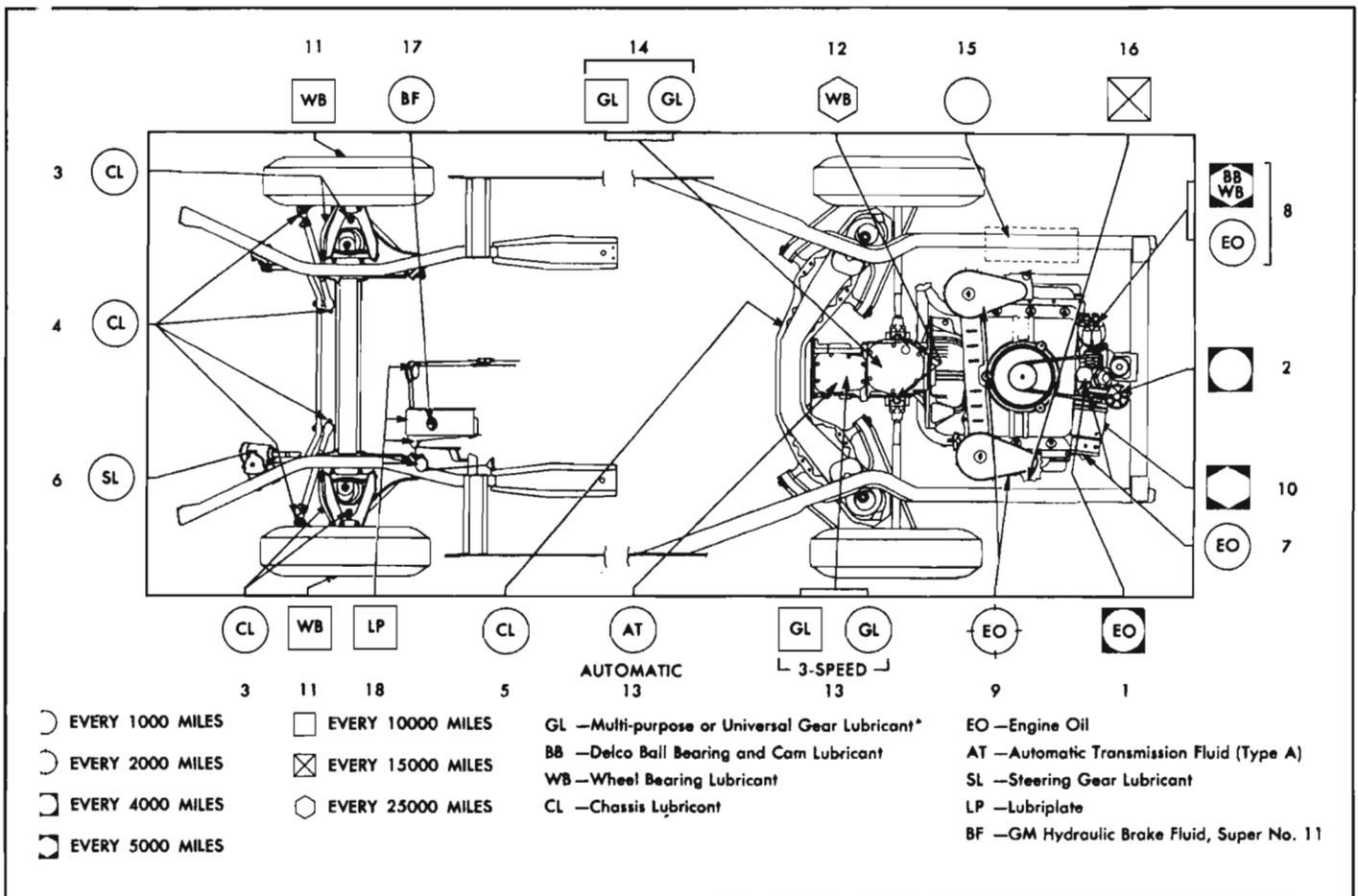


Fig. 2-33—Corvair Lubrication Diagram

- 1. Engine Crankcase
- 2. Oil Filter
- 3. Front Suspension
- 4. Steering Linkage
- 5. Clutch Cross Shaft Lever
- 6. Steering Gear

- 7. Generator
- 8. Distributor
- 9. Air Cleaner
- 10. Engine Oil Cooler
- 11. Front Wheel Bearings
- 12. Universal Joints

- 13. Transmission
- 14. Rear Axle
- 15. Battery
- 16. Fuel Filter
- 17. Brake Master Cylinder
- 18. Parking Brake and Clutch Cables

POINTS OF LUBRICATION

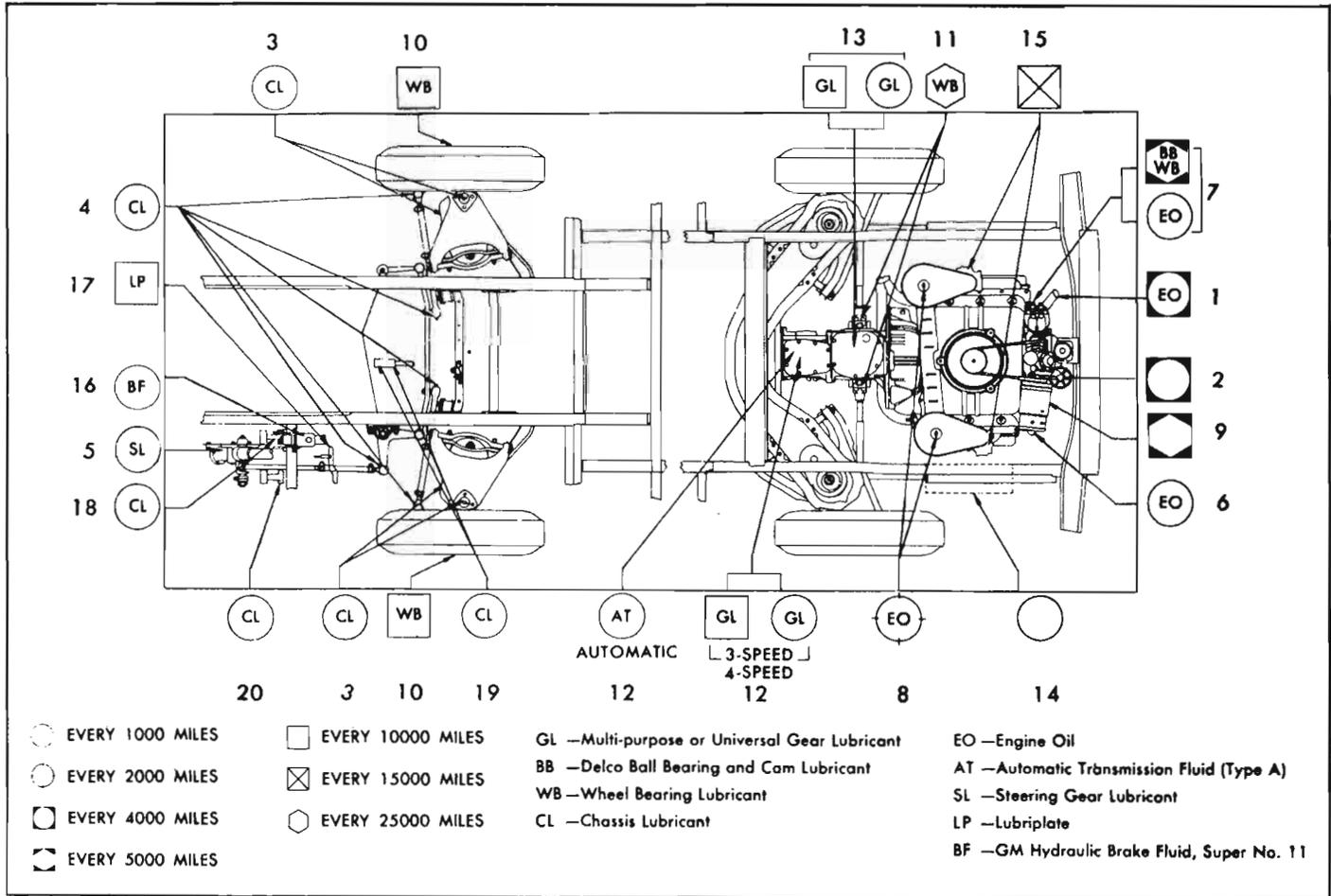


Fig. 2-34—Corvair Sports Wagon and Commercial Lubrication Diagram

- | | | |
|---------------------|--------------------------|--|
| 1. Engine Crankcase | 6. Generator | 11. Universal Joints |
| 2. Oil Filter | 7. Distributor | 12. Transmission |
| 3. Front Suspension | 8. Air Cleaner | 13. Rear Axle |
| 4. Steering Linkage | 9. Engine Oil Cooler | 14. Battery |
| 5. Steering Gear | 10. Front Wheel Bearings | 15. Fuel Filter |
| | | 16. Brake Master Cylinder |
| | | 17. Parking Brake |
| | | 18. Brake Pedal |
| | | 19. Gear Shift Control Arm and Shaft Support |
| | | 20. Clutch Pedal |