

Don't Forget to Oil!!!

Most Model A owners are well aware the need to keep their cars well maintained. In order to drive and enjoy Model A's with confidence that they will not be experiencing problems or breakdowns, it is necessary to pay attention to the details. We all know the importance of keeping the oil and coolant levels topped off, routinely checking the other fluid levels and change fluids when necessary, however in order to properly care for your Model A there are other maintenance items that should also be performed. The following are some components that are often overlooked.

Both the front and rear bearings of the generator require regular lubrication. The late style generator has a oil port on the front of the generator right behind the pulley. This should be covered by a little "L" shaped clip that may have to be pushed aside to open. An oil cup is provided for the rear bearing. It will be necessary to remove the rear cover of a Power House Generators to oil the rear bearing. Alternators have sealed bearings that do not require attention.



The throttle linkage is often overlooked. There is an oil hole drilled in the top of each leg of the throttle linkage support bracket, located at the rear of the engine. A drop or two in each oil hole will keep the throttle operating smoothly. At the same time, a little oil on each end of the link between the throttle linkage and the carburetor will extend the life of these components.

The distributor should be oiled every 500 miles or so. All Model A distributors have an oil cup on the side that requires a few drops of oil every 500 miles or so. Some Model A distributors have a modified shaft that helps with getting oil to the upper bushing. Check under the rotor for an oil hole in the center of the cam screw. Add only one drop of oil. Too much oil can result in getting oil on the points. A little silicone grease or distributor cam lube on the distributor cam will extend the life of the rubbing block on the points. Also, periodically check the point gap.



The water pump is another component that may need attention. Model A water pumps are now available with sealed front and rear bearings that do not require lubrication, but if your Model A has an original type water pump, every 500 miles or so it will be necessary to grease the front and rear bearings. Add a little special water pump grease to the rear bushing. Remember, just a little, too much will find its way into the cooling system. A little chassis grease to the front bearing is also needed.



Door hinges are often overlooked. When you grease the chassis, put a few drops of oil on each door hinge pin. This will keep the doors opening and closing smoothly and also help prevent the hinge pins from wearing out. A little oil on the latches and some silicone grease on the alignment dovetails and strikers will help with the operation and longevity of these components. Dry graphite lubricant or very light oil in the lock cylinders will keep them operating smoothly.

The horn is usually only looked at when it doesn't work right. Remove the motor cover and you will find a piece of felt at the front and rear of the armature shaft. A drop or two of oil on these felts will lubricate the armature bushings and keep the horn sounding as a Model A horn should. Personally, I think the Model A horn is the most important component of the car and it is necessary to ensure it is in good operating condition.



Taking care of the small details will help add enjoyment to your Model A driving experience.