

# GROUP 1 LUBRICARE

## LUBRICARE INSTRUCTIONS

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### 1-1 LUBRICARE RECOMMENDATIONS —ENGINE COMPONENTS

1. Engine Oil. Check every 1000 miles. Check engine oil level only after engine has been stopped for at least one minute to allow oil to drain down.

The oil level should be maintained between the "FULL and ADD" marks on the gauge rod; each space between marks represents 1 quart. Do not fill above the "FULL" mark. See Figure 1-1.

See paragraph 1-2 for engine oil recommendations and when to change oil.

2. Oil Filter. It is recommended that the oil filter be changed at the first 4000 miles, and every 4000 miles thereafter, or every 6 months whichever occurs first.

To change, screw filter off the filter base and discard. Wipe the gasket area of the base clean and install a new gasket in the groove of a new AC-type PF-7 filter or equivalent. Lubricate the gasket and screw the filter on the nipple until the gasket just touches the base; tighten filter 2/3 turn more. Start engine. Do not accelerate engine beyond the normal idle until oil pressure is indicated. Check the filter area for leaks after the engine has run for five (5) minutes. See Figure 1-2.

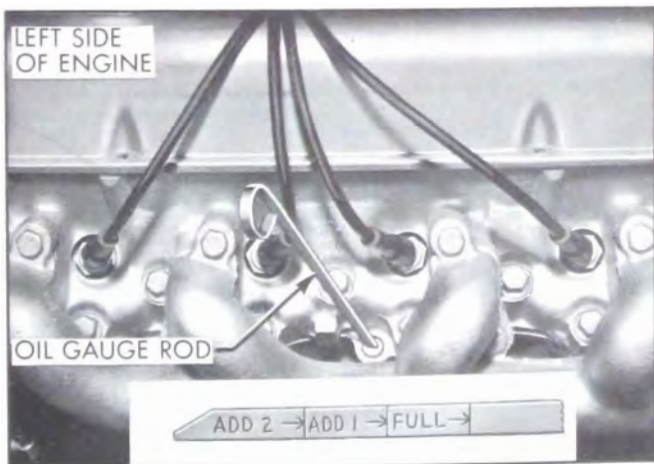


Figure 1-1—Engine Oil Gauge Rod

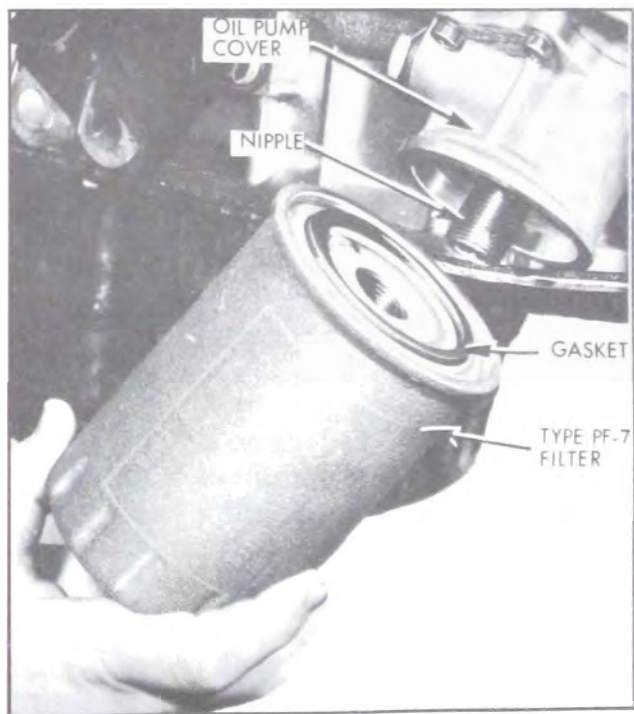


Figure 1-2—Oil Filter Installation

### 1962 BUICK LUBRICATION CHART

4000 - 4100 - 4300

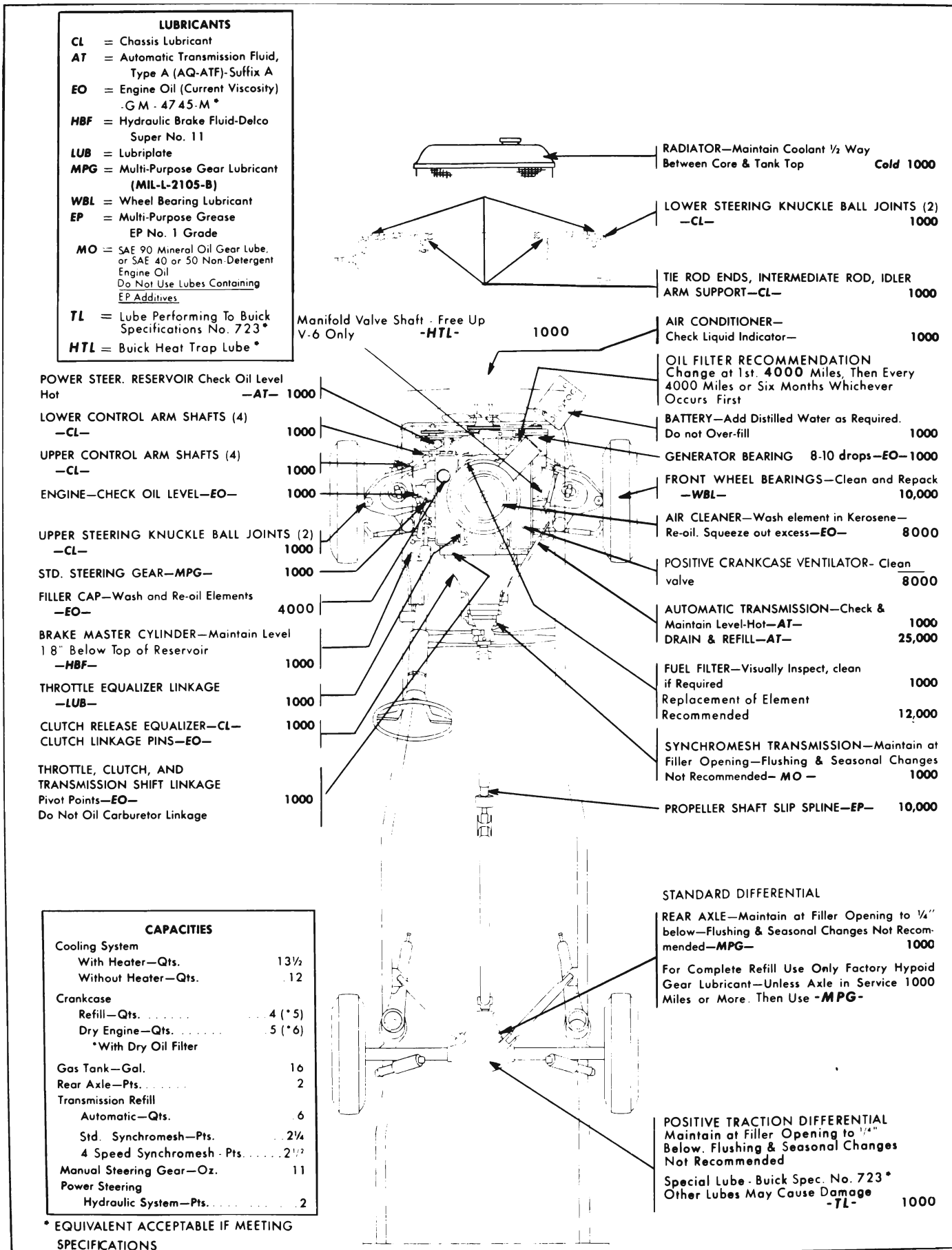


Figure 1-3-Chassis Lubricare Chart

3. Air Cleaner. Recommendation is to normally service every 8000 miles. If car is operated in dusty territory, check condition of air cleaner element more frequently and clean if dirty.

To clean the element, carefully remove from the mesh support, wash in kerosene and squeeze out. **CAUTION:** Take precautions against the possibility of fire. Do not wring the element or it may be torn. Wrap the element in a dry cloth and squeeze to remove all possible solvent.

Oil the element liberally with 10W or 10W-30 engine oil and squeeze to evenly distribute the oil through the element and remove excess.

**NOTE:** The element should be only damp with oil not dripping.

Reinstall the element on mesh support, taking care to have edges of the element over the support to effect a good seal. See Figure 1-5. Clean any oil or accumulated dirt out of air cleaner housing before installing element. If the element becomes damaged, replace with AC-type A 96C or equivalent on V-8 engines and AC-type A 132C or equivalent on V-6 engines.

4. Fuel Filter-V-8. Inspect, clean bowl, and replace element if required. Element is recommended to be replaced each 12,000 miles; or 12 months, whichever occurs first; however, more frequent replacement may be necessary if contaminants have entered the fuel system.

To service, remove the glass bowl and clean. Soak bowl in a good cleaning solvent to loosen any deposits. Replace element with an AC-type GF-124 element or equivalent on non-Air



Figure 1-4—Air Cleaner Element and Support

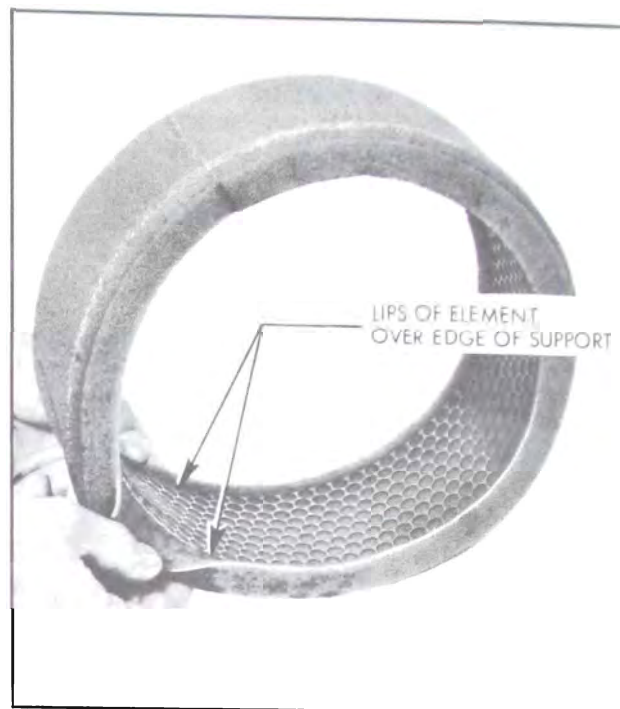


Figure 1-5—Installing Element on Support

Conditioning-equipped Buicks and GF-149 element or equivalent on Air Conditioning-equipped Buicks. Wipe bowl clean and reinstall, tightening bail finger tight. After assembling fuel filter, always start engine and observe filter carefully to make certain gasket is not leaking. See Figure 1-6.

5. Fuel Filter-V-6. Remove from carburetor fuel inlet, inspect, clean, or replace if necessary. Service recommendation - 12,000 miles or 12 months, whichever occurs first. More frequent servicing may be necessary if contaminants have entered the fuel system.

To service, remove fuel line connection at inlet nut, remove nut, and remove filter element and spring. Clean element thoroughly in a good cleaning solvent, then blow dry in a reverse direction. If element cannot be cleaned satisfactorily, then replace. See Figure 3-11 for correct installation.

6. Oil Filler Cap. Every 4000 miles (more often under dusty operating conditions) remove the oil filler cap and wash the filtering element in kerosene. Allow element to drain until dry. Oil the element with a light engine oil and reinstall cap.

**CAUTION:** Take precautions against the possibility of fire by making certain element is drained dry of cleaner.

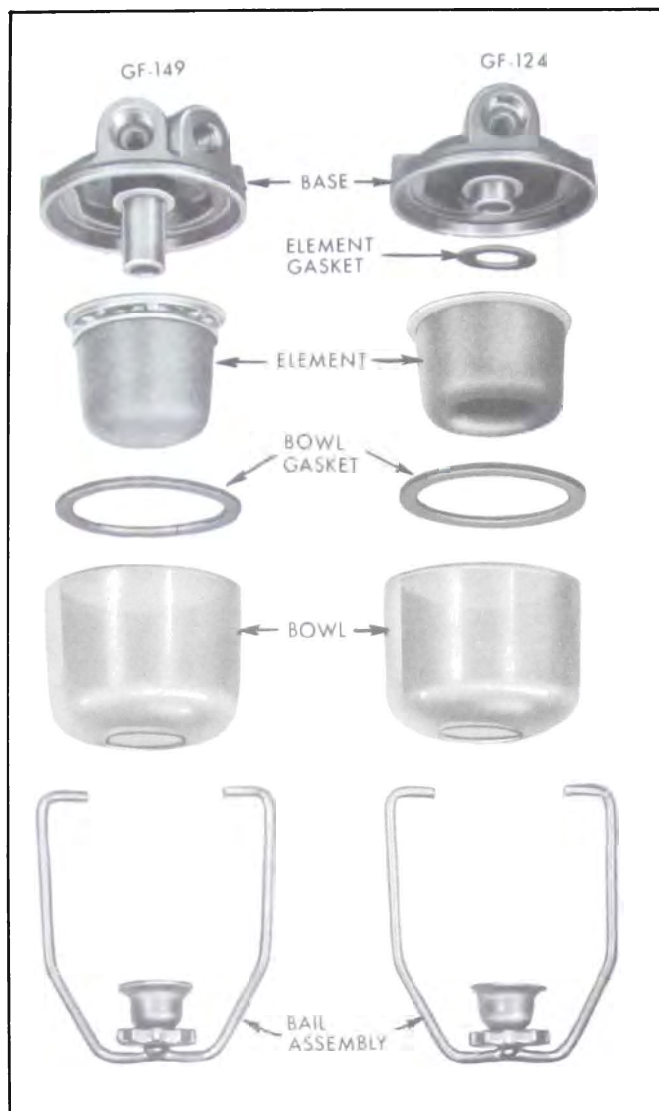


Figure 1-6—Fuel Filters - V-8 - Exploded View

7. Positive Crankcase Ventilator Valve. It is recommended that Positive Crankcase Ventilator Valves be taken apart and serviced every 8000 miles. This periodic service of the valve assembly is the only way of assuring crankcase ventilation on cars equipped with this option. Assembly procedure:

a. Pull hose off valve and pull valve out of grommet in rocket arm cover.

b. Disassemble valve, clean thoroughly with carburetor cleaner or some other suitable cleaner. Check the valve to be certain small hole is clear and spring is not distorted or worn, and reassemble. See Figure 1-7. Check hose for accumulation of deposits that would obstruct air flow.

c. Reassemble valve in grommet in rocket arm cover, taking care to install valve with arrow indicating air flow pointing "up".

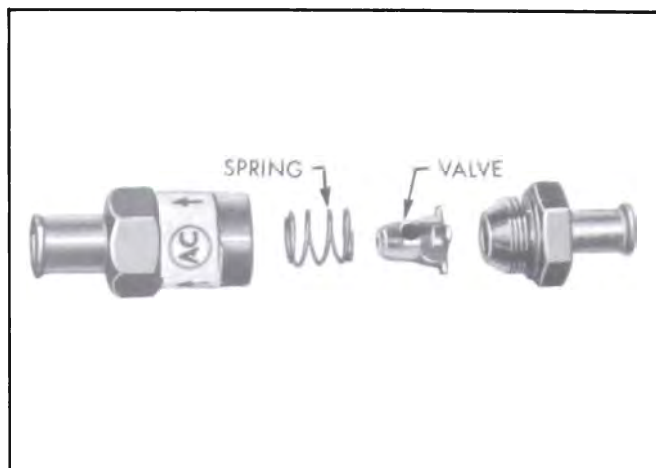


Figure 1-7—Crankcase Ventilator Valve

## 1-2 ENGINE OIL RECOMMENDATIONS

### a. Engine Oil Information

#### 1. Choice of Engine Oil.

Engine crankcase oils have a definite effect on ease of starting, oil economy, combustion chamber deposits and engine wear. Many commercial crankcase oils contain heavy non-volatile deposit-forming components which make the type of combustion chamber deposits that greatly increase detonation and particularly pre-ignition, even though these oils may be designated "For Service MS." Some commercial crankcase oils are deficient in anti-wear characteristics and may contribute to rapid wear of camshafts, valve lifter assemblies and other highly stressed engine parts. Owners should be urged to use only crankcase oils that have been proven to produce ease of starting, satisfactory oil economy, minimum combustion chamber deposits and adequate protection against wear.

2. Type of Oil. There are several types of oil manufactured for use in internal combustion engines. For use in Buick engines, it is recommended that an oil be used, which according to the label is (1.) intended for service MS and (2.) represented as passing car makers' tests (GM-4745M).



3. Grade or Viscosity. The grade or viscosity (SAE number) of engine oil should be selected for the lowest anticipated temperature at which cold engine starting will be required as recommended in the temperature-viscosity chart below.

4. Initial Oil Change. The oil with which your crankcase was filled at the factory is of high quality, meeting General Motors Standard GM-4745M. Therefore, it is no longer necessary to drain the original oil from your engine after 1000 miles. The factory fill oil should be retained for the normal change interval as specified in the chart below. During this first change interval, check the oil level each time you purchase gasoline since most new engines use an increased amount of oil until the piston rings are properly seated.

Break-in oils or compounds are not necessary in Buick engines and their use is not recommended. Some of these break-in oils contain certain materials which may be harmful. Buick HD Concentrate (sub par. c) is not a break-in oil.

#### 5. OIL COLOR.

The color of "Service MS"-type oil does not indicate its condition since it normally becomes dark (black or gray) after only a few hundred miles of driving. This is because the detergent content envelopes and holds in suspension extremely fine but harmless soot (soft carbon) and lead particles. The oil filter element does not remove this harmless material but it does remove harmful particles such as road dust, metal chips and hard carbon.

#### b. Crankcase Flushing

Flushing the crankcase with oils or solutions other than a good grade of 10W engine oil is not recommended. When flushing to remove contamination appears advisable, use 3 quarts 10W oil (4 quarts if filter is drained) and idle the engine at 1000 RPM (equivalent to 20 MPH) until the oil is hot, then drain crankcase and oil filter immediately after stopping engine. Fill crankcase with correct quantity and seasonal grade of oil. Install new oil filter element.

#### c. Use of Buick HD Concentrate

Buick HD Concentrate, available through Buick Parts Department under Group 1.850, is a compound of the materials used by oil refiners to manufacture high detergency motor oils. It is intended for use in engines operating under aggravated conditions where engine deposits, rust and corrosion cannot be adequately retarded by motor oils readily available to the average motorist. It is especially recommended for engines operated under restricted conditions, such as frequent stops, short trips and slow speeds where such symptoms as sticking valves, valve lifters and rings are noticed.

Although HD Concentrate may be used continually, it is normally unnecessary to use it with every crankcase refill. When used, the instructions on the container should be carefully observed.

Adverse driving conditions require more frequent draining and refilling. Adverse driving conditions are those which may cause early contamination of engine oil, such as operation under severe dust conditions or short runs with a cold engine.

### Temperature—Viscosity Chart

<u>Anticipated Lowest Temp.</u>	<u>Use S.A.E. Viscosity Number</u>	<u>Recommended Oil Change</u>
Above Freezing (32° F.)	S.A.E. 10W-30 S.A.E. 10W-20 S.A.E. 20 S.A.E. 20W	Every 4000 miles or 60 days, whichever occurs first.
Below Freezing (32° F.) and Above 0° F.	S.A.E. 10W-30 S.A.E. 10W-20 S.A.E. 10W	Every 4000 miles or 30 days, whichever occurs first.
Below 0° F.	S.A.E. 5W-20 S.A.E. 5W	Every 4000 miles or 30 days, whichever occurs first.

**1-3 EVERY 1000 MILES—LUBRICARE**

1. Engine Oil. Check Level - See Paragraph 1-1.

2. Front Suspension, Steering Linkage and Clutch Lubrication Fittings. Wipe dirt from lubrication fittings, then apply a good grade of water-resistant chassis lubricant, under pressure, at the following points (Fig. 1-3):

Upper Control Arm Shafts (4 fittings)  
 Lower Control Arm Shafts (4 fittings)  
 Upper Ball Joints (2 fittings)  
 Lower Ball Joints (2 fittings)  
 Tie Rod Ends (2), Intermediate Rod (2), and Idler Arm Support (1)  
 Clutch Release Equalizer (1) Synchronesh only

3. Synchronesh Transmission. Check oil level, after allowing time for oil to settle. Clean the surrounding area before removing filler plug. Level should be maintained at filler plug opening by adding SAE 90 straight mineral oil gear lubricant or SAE 40 or 50 non-detergent engine oil. Do not use lubricants containing extreme pressure additives. NOTE: Draining and flushing transmission are not necessary unless the lubricant has become contaminated. However, whenever a complete transmission overhaul is required Special Lubricant Group 4.101, Part No. 582840 or equivalent is recommended for use.

4. Rear Axle. Check lubricant level after allowing time for lube to settle. Clean the surrounding area before removing filler plug.

Level should be maintained at filler plug opening to 1/4" below by adding SAE 90 Multi-Purpose Gear Lubricant (MIL-L-2105-B). See Figure 1-8. When car is operated in temperatures continuously below -10°F., use SAE 80 Multi-Purpose Gear Lubricant.

NOTE: Draining and flushing are not recommended, unless the lubricant has become contaminated. When complete refilling is necessary, SAE 80 or 90 Multi-Purpose Gear Lubricant may be used, provided the axle has been in service for 1000 miles or more. Axles with less than 1000 miles must not be completely refilled with any lubricant other than Factory Hypoid Lubricant.

5. Positive Traction Differential Rear Axle. Identified by embossed tag around the differential filler plug, "Use limited slip differential lube only." Check lubrication level after allowing time for lubricant to settle. Clean the surrounding area before removing filler plug. Level should be maintained at filler plug opening to 1/4" below by adding lubricant conforming to Buick specification #723 only, as specified in paragraph 1-7. See Figure 1-8.

NOTE: If Positive Traction Differential lube becomes contaminated, the axle assembly may be flushed with light engine oil and then refilled with Positive Traction Lube.

6. Automatic Transmission. Check transmission oil level, with transmission oil at operating temperature (180° approximate), transmission in park and engine idling.

Remove gauge rod located under right side of hood, see Figure 1-9, wipe dry with clean cloth, then reinstall to full depth. Remove rod and note oil level.

If oil level is below the "ADD" mark on gauge rod, add oil specified in paragraph 1-4 but do not fill above the "FULL" mark. Distance between the "FULL" and "ADD" marks represents approximately one pint.

7. Generator; Fan Belt. Add 8 to 10 drops light engine oil to front oiler. Wipe off excess or spilled oil.

Inspect fan belt for cracks and proper tension.

8. Radiator. Check coolant level when engine is cold and add coolant to maintain level half way between core and tank top. CAUTION: Radiator cap should not be removed when engine is hot because relieving the pressure may

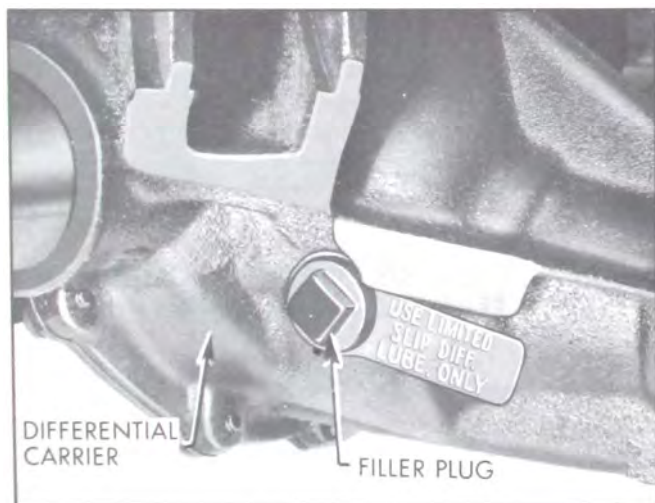


Figure 1-8—Differential Filler Plug  
(Positive Traction Shown)

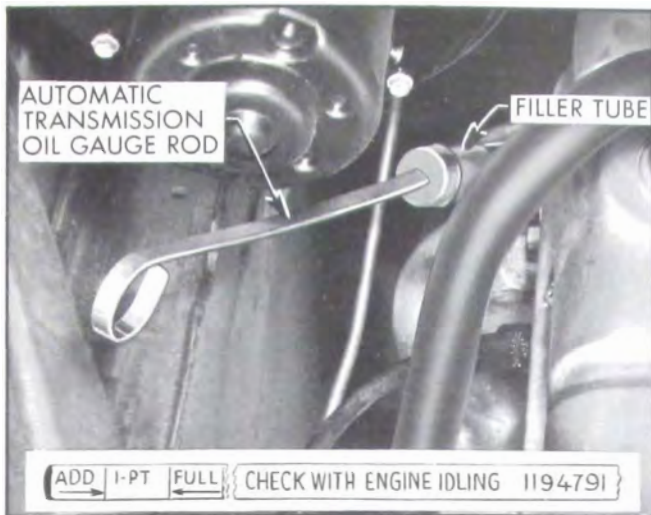


Figure 1-9—Automatic Transmission Oil Gauge Rod

cause the cooling system to boil, with resultant loss of water or anti-freeze solution. Filling radiator above correct level may result in loss of water or anti-freeze solution through overflow pipe.

9. Battery. Add distilled water to bring level to split ring at bottom of filler well.

**WARNING:** Do not overfill. Clean top of battery; if wet with acid, neutralize with soda and wash clean. See Figure 1-10.

10. Manual Steering Gear. Clean adjacent area, then remove gear housing filler plug. Add

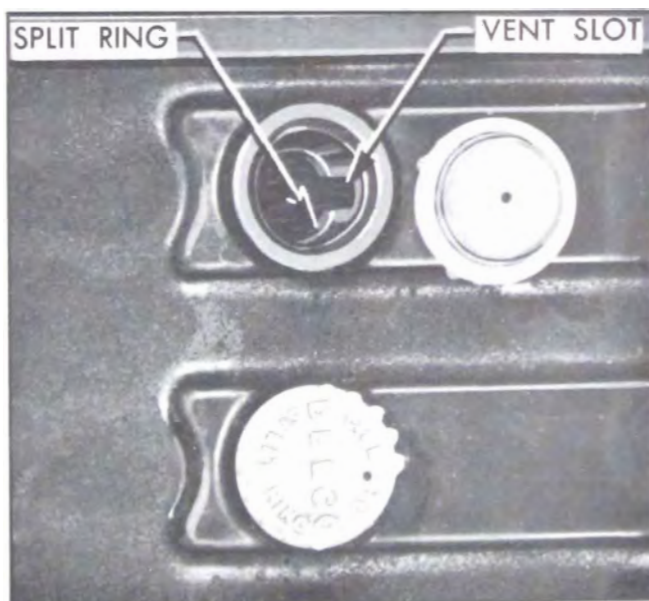


Figure 1-10—Battery Filler Well

lubricant only as required to bring level to bottom of filler opening, using SAE 90 Multi-Purpose Gear Lubricant. Seasonal or periodic change of lubricant is unnecessary.

11. Power Steering Gear. Thoroughly clean dirt from reservoir cap on top of oil pump, then remove cap. Wipe dip stick and reinstall cap to check oil level. Add oil to maintain level between “FULL” and “ADD” marks on dip stick with system warmed up. See Figure 1-11.

12. Throttle, Clutch and Transmission Shift Linkage Pivot Points. Wipe dirt from pivot points, then apply a good grade of light oil. **CAUTION:** Never oil linkage on carburetor.

13. Brake Master Cylinder. The master cylinder reservoir is under hood on left side. (On dash panel.)

Thoroughly clean filler cap nut before removal to avoid getting dirt into reservoir. Add fluid as required to bring level to 1/8 inch below top of filler opening. Use GM or Delco Super No. 11 Hydraulic Brake Fluid or equivalent. Never use reclaimed fluid or any mineral oil.

14. Exhaust Manifold Valve-V-6 Engine. Place a few drops of Buick Heat Trap Lube or equivalent on shaft at each end and rotate shaft to work in lubricant. See Figure 1-12. Buick Heat Trap Lube is available through the Buick Parts Warehouses.

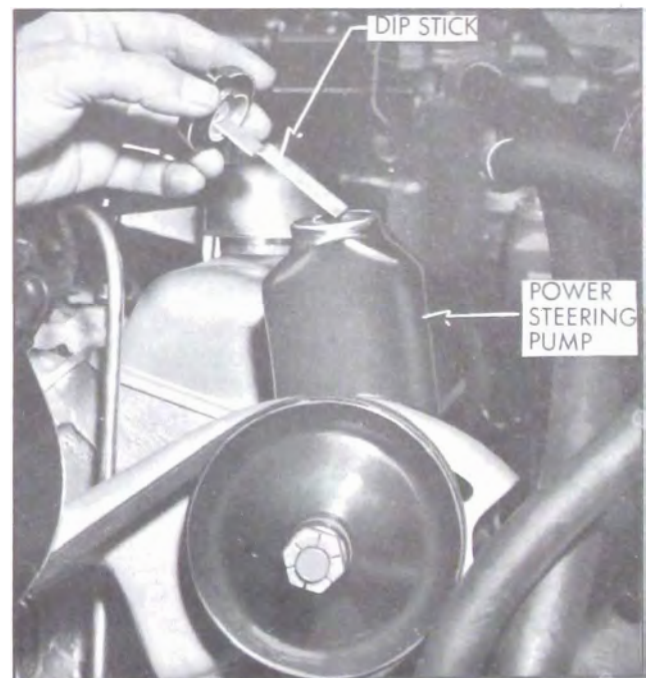


Figure 1-11—Power Steering Pump Reservoir



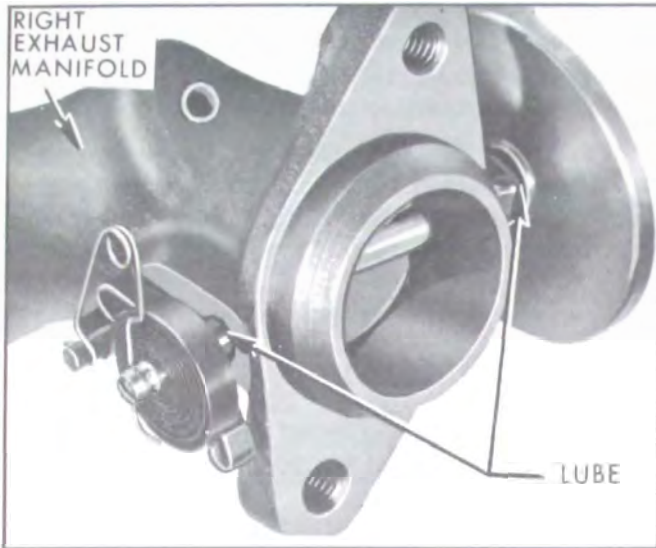


Figure 1-12—Exhaust Manifold Valve V-6 Engine

15. Tires. Inflate tires as follows: 22 lbs. starting pressure - after car has been standing for 3 hours or driven less than one mile. Rear tires on the station wagon should have 26 lbs. starting pressure.

NOTE: When ambient daytime temperature is approximately 32° or less, tire pressures should be increased 2 lbs. All models except station wagon rear tires should have 24 lbs. starting pressure. Station wagon rear tires should have 28 lbs.

WARNING: It is impossible to inflate tires correctly when WARM. Pressure normally increases as tires heat up when driving (as much as 7 lbs.). Do not deflate tires to offset this increase in pressure.

See 5000 Mile Lubricare for interchanging tires.

#### 1-4 EVERY 5000 MILES—LUBRICARE

1. Hood Latch and Hinges. Apply Lubriplate to hood latch as shown in Figure 1-13. Apply engine oil to hood hinge pins.

2. Hood Lacing and Hood Bumpers. Lightly coat hood lacing and bumpers with silicone lube. Wipe off excess.

3. Dome Lamp Door Switches. Coat end of switch plunger and contact point on door with stick-type lubricant.

4. Glove Box Door. Apply a few drops of light engine oil to door hinge and wipe off

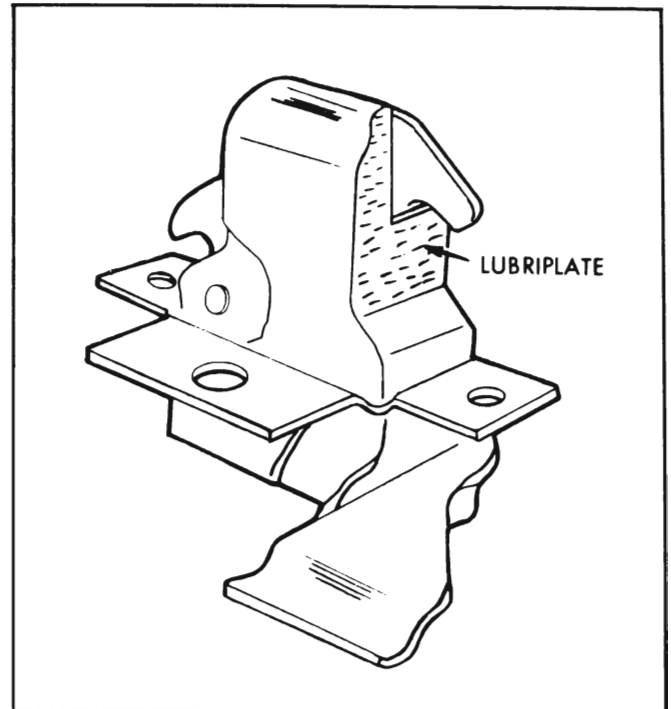


Figure 1-13—Hood Latch Lubrication

surplus. Sparingly coat lock striker with stick-type lubricant.

5. Gas Tank Filler Door. Apply a few drops of light engine oil to hinge. Wipe off excess oil to prevent accumulation of dirt.

6. Lock Cylinders. If key operates roughly in any lock cylinder, blow powdered graphite into key slot. DO NOT USE OIL.

7. Front Door Hinge Hold-Open Clips. Wipe off dirt and apply a light coat of Lubriplate or its equivalent to hold-open clips as shown in Figure 1-14. The hinge pins should be lubricated with engine oil.

8. Rear Door Hinge and Hold-Open. Wipe off dirt and apply Lubriplate at points indicated by arrows in Figure 1-15. Wipe off excess.

9. Door Lock Bolt. Wipe off dirt and apply a thin coat of stick-type lubricant on top surface of lock bolt housing indicated in Figure 1-15. Oil rotary bolt shaft with engine oil. Wipe off excess. See Figure 1-16.

10. Door Lock Striker. Wipe off dirt and apply a thin coat of stick-type lubricant to top surface of lock bolt striker teeth. After lubrication, close door several times and remove excess lubricant along the side edge of teeth. See Figure 1-17.



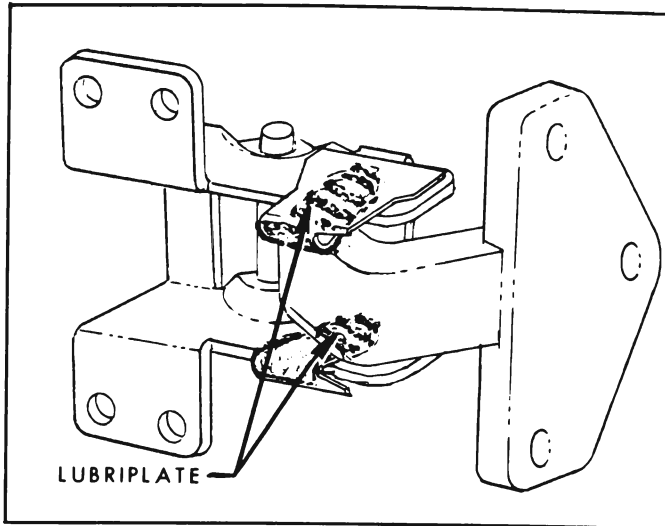


Figure 1-14—Lubrication of Front Door Hinge and Hold-Open Clips

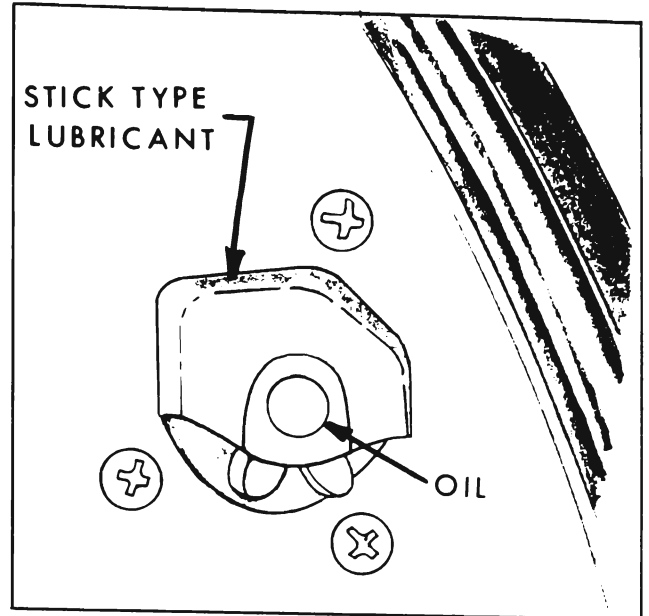


Figure 1-16—Lubrication of Door Lock Bolt and Housing

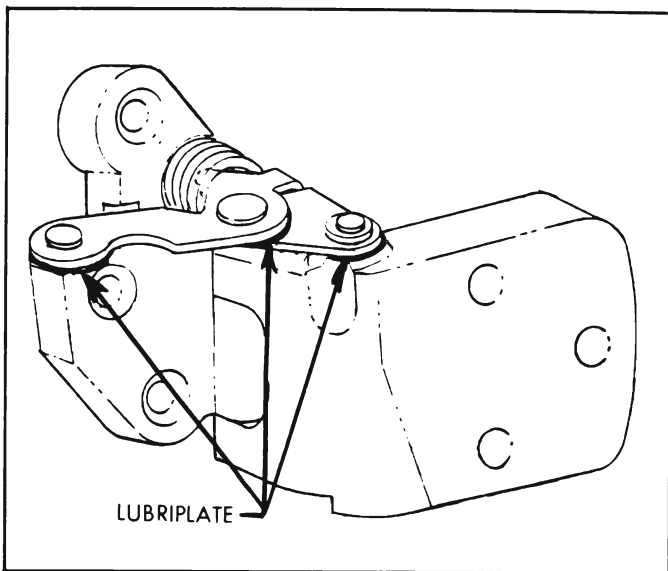


Figure 1-15—Lubrication of Rear Door Hinge and Hole-Open

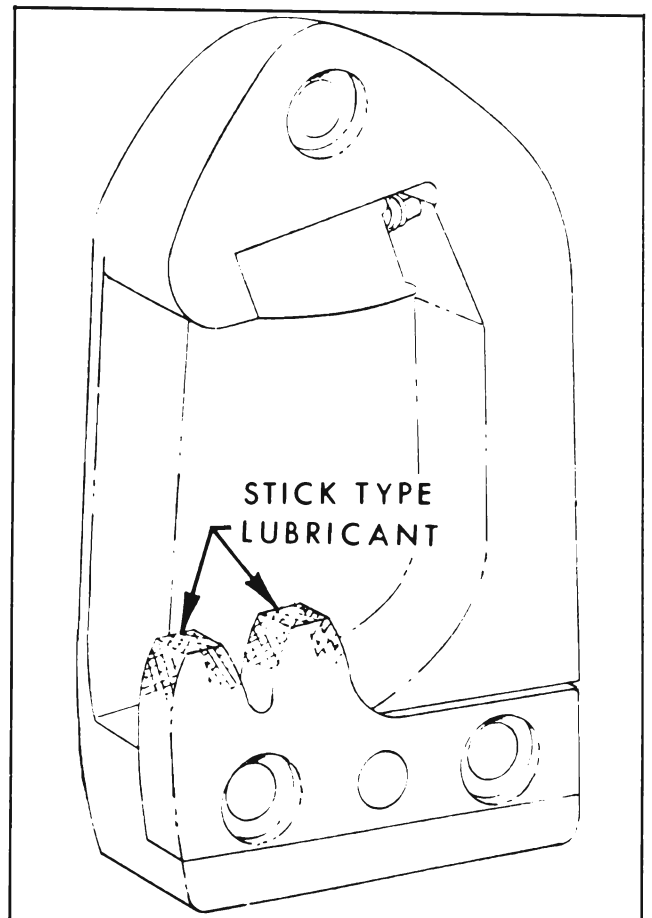


Figure 1-17—Lubrication of Door Lock Striker

**11. Door Bottom Drain Hole Sealing Strip.**

Apply sparing amount of silicone rubber lubricant to top surface of strip. This operation is performed to prevent lip of sealing strip from adhering to inner panel and plugging drain holes in bottom of door.

**12. Door Weatherstrips and Door Bumpers.**

A thin coat of silicone lubricant, such as Buick 4X compound, should be used on weatherstrips and door bumpers to prevent squeaking.

**13. Rear Compartment Lid and Back Door Locks.** Apply a thin film of Lubriplate or its equivalent to rear compartment lid locks (Figure 1-18). On back door locks, apply a thin film of

Lubriplate or its equivalent to the bolt at the striker contact areas.

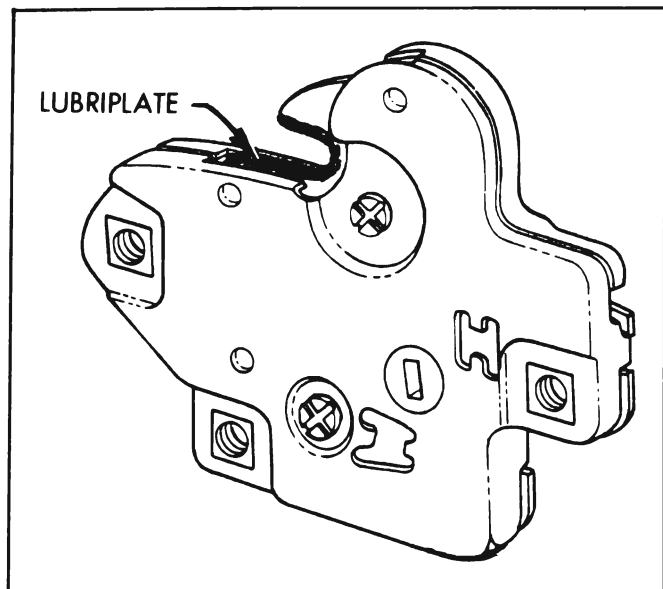


Figure 1-18—Lubrication of Rear Compartment Lid Lock Bolt

14. Door Jam Switch. Wipe off dirt and apply a thin coat of Lubriplate or its equivalent to end surface of switch plunger. Wipe off excess.

15. Gas Tank Filler Door Hinge. Apply a few drops of dripless oil to friction points of door hinge. Wipe off excess.

16. Spare Tire Cover Hinge Assembly. Wipe off dirt and apply a few drops of dripless oil to friction areas. Wipe off excess.

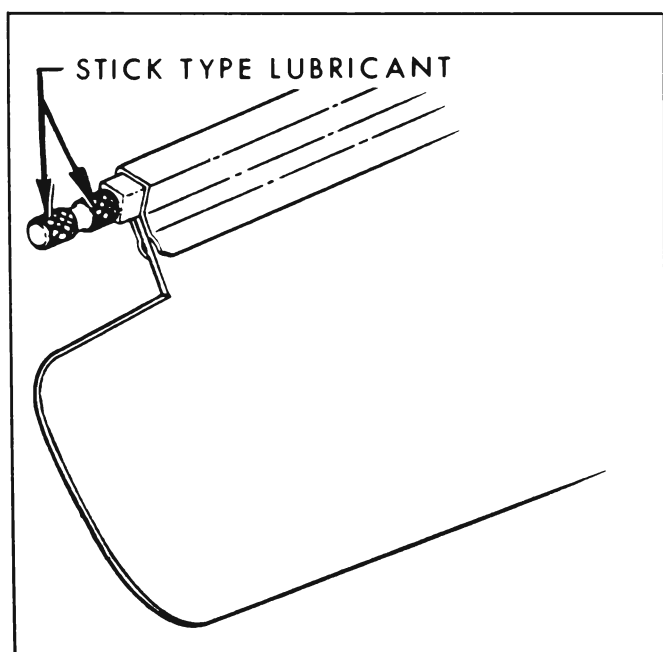


Figure 1-19—Lubrication of Sunshade Rod

17. Door and Rear Compartment Lock Cylinders. A small quantity of lock lubricant occasionally applied to the lock cylinder will prevent sticking.

18. Sunshade Lubricare. If the sunshade rod turns hard in the support as sunshade is moved up and down, remove retainer screw, pull rod from support and apply stick-type lubricant. Do not use oil, which may soil body trim. Install rod in support and adjust retainer screw to proper tension. See Figure 1-19.

19. Interchanging Tires. See paragraph 7-6(e) for the recommended method of interchanging tires for longer tire life.

### 1-5 EVERY 10,000 MILES—LUBRICARE

1. Front Wheel Bearings. At 10,000 mile intervals, the front wheel bearings should be removed, cleaned, repacked with new front wheel bearing grease, and installed as specified in Group 7.

2. Propeller Shaft Slip Spline. Remove plug on propeller shaft. Propeller shaft may have to be rotated so that plug is accessible. See Figure 1-20. Install 1/4-28 thread grease fitting or adapter as these may be needed to build up sufficient pressure to force the grease through the splines to the lubricant cavity due to the spline location when car is raised on some types of hoists. **USE ONLY** multi-purpose grease EP#1 grade available through many oil companies. All major lubrication equipment manufacturers have suitable adapters available.

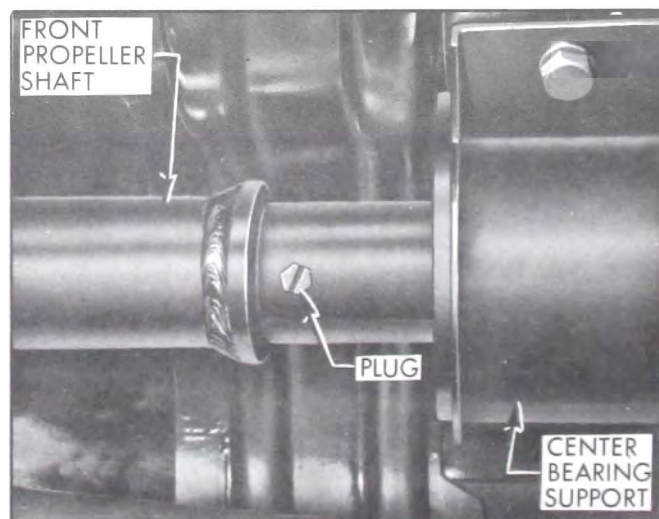


Figure 1-20—Propeller Shaft Spline Grease Plug

## 1-6 EVERY 25,000 MILES— AUTOMATIC TRANSMISSION

At 25,000 mile intervals, the transmission oil pan should be removed and cleaned. The oil strainer should be replaced and fresh oil added to the transmission.

### a. Removal and Replacement of Oil Pan and Strainer

NOTE: This operation should not be attempted unless accurate foot pound and inch pound torque wrenches are available and the operator is fully qualified in their use.

1. Remove single bolt and bolt seal attaching oil pan to transmission case.
2. Remove oil pan and oil pan to transmission case seal.
3. Remove two oil strainer strap bolts to remove strainer and "O" ring seal.
4. Install new strainer and strainer "O" ring seal. Torque strainer strap bolts to 100 inch pounds exactly. Do not overtighten.
5. Clean oil pan. Install new seal on oil pan, taking care not to stretch seal.
6. Install oil pan and seal, oil pan bolt and oil pan bolt seal. Torque oil pan to case bolt to 15 to 20 foot pounds. Do not overtighten.



Figure 1-21—Automatic Transmission Oil Pan

7. Add 5 pints of oil prior to first engine start. Start engine in Neutral range. DO NOT RACE ENGINE. Immediately add oil to bring level to 1/2" below full mark. (Approximately 8 pints if converter was empty - none if converter was full). When engine and transmission are thoroughly warmed up, adjust oil level to full mark on dip stick.

### b. Approved Oils for Buick Automatic Transmission

The following oils are approved for Buick Automatic Transmission and no other fluid should be used.

1. Special Buick Oil available through Buick Parts Warehouses under Group 4.101.
2. Automatic Transmission Fluid, Type A, available through petroleum suppliers. This fluid must have an AQ-ATF mark, identification number, and Suffix "A" embossed in lid of the container for identification.

## 1-7 LUBRICARE—AS REQUIRED OR WHEN ACCESSIBLE

### a. Clutch Internal Lubricare

Lubrication of internal working parts of the clutch is usually required only at time clutch is assembled and installed; however, if lubrication becomes necessary to eliminate squeaks or correct excessive pedal pressure, follow instructions given in paragraph 4-5.

### b. Brake Lubricare

Lubrication of all metal contact points at wheel brake assemblies is normally performed during the major brake adjustment or may be performed whenever a brake drum is removed.

Lubrication of parking brake cables is also performed during the major brake adjustment; however, operation under conditions where mud and water are frequently encountered may require more frequent lubrication. See paragraph 9-9.

### c. Rear Wheel Bearing Lubricare

Rear wheel bearings are packed with lubricant and permanently sealed during manufacture. No attempt should be made to replenish this



lubricant. Whenever rear brakes are relined, or drums are removed for other work, it is advisable to inspect for evidence of leaking rear wheel bearing oil seals. Replace seals if leaking.

#### d. Speedometer Cable Lubricare

The speedometer cable is factory lubricated with special all-season grease and normally requires no further service unless it becomes noisy. In extremely hot climates or where considerable dirt and water are encountered, however, it may be necessary to lubricate the cable at intervals of approximately 20,000 miles or every two years. See Group 10.

#### e. Back Door Hinges and Torque Rods

Wipe off dirt and apply light engine oil to frictional points. Wipe off excess.

#### f. Front Seat Adjuster Mechanism

A thin film of lubriplate or its equivalent should be applied to the seat tracks as needed or during repairs.

#### g. Convertible Top Linkage

Apply a sparing amount of light engine oil to areas shown in Figure 1-22. Wipe off excess.

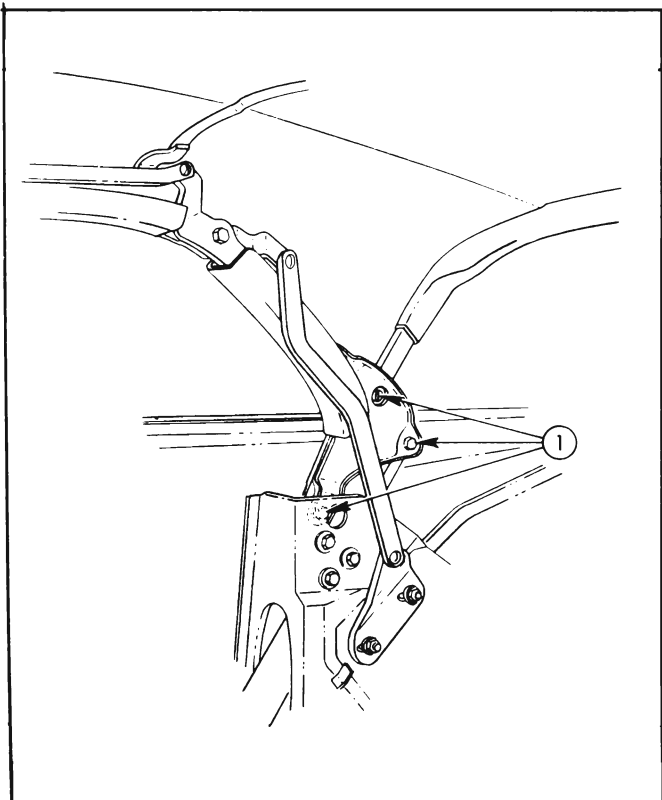


Figure 1-22—Folding Top Linkage Lubrication

#### h. Station Wagon Folding Seat Linkage and Lock

Apply a sparing amount of light engine oil to all frictional points. Wipe off excess.

#### i. Door Lock Outside Handle

Apply light coat of Lubriplate or its equivalent to surface of lock cylinder shaft contacting the bell crank indicated in Figure 1-23.

#### j. Door Lock Parts

Lubricate moving parts of door lock with Lubriplate or its equivalent. See Figure 1-24.

#### k. Front and Rear Door Window Regulator Sector and Channels

Apply a coat of Lubriplate or its equivalent to location of regulator sector indicated in Figure 1-24 and to sliding surface of window cam and guide channels indicated. Although the channel and guide assemblies are different on the rear doors, lubrication of the front door parts is typical of lubrication required on rear door parts.

#### l. Rear Compartment Gutter Weatherstrip

Carefully apply a coat of silicone rubber lubricant to surface of gutter weatherstrip and along length of weatherstrip. The weatherstrip should be lubricated whenever the action of the compartment lid is retarded due to friction with the weatherstrip.

#### m. Rear Quarter Window

Apply a coat of Lubriplate or equivalent to areas "1." See Figure 1-25.

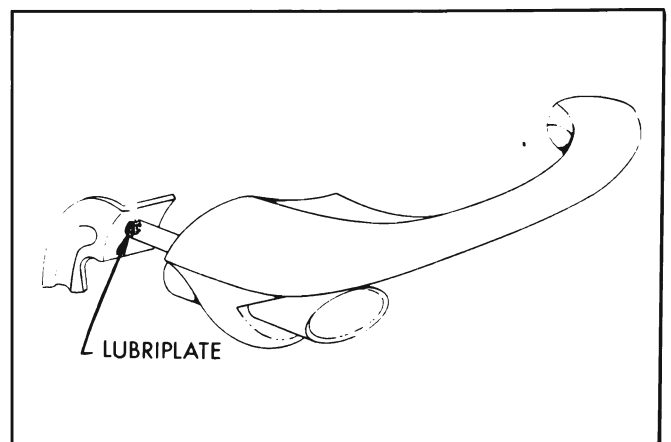


Figure 1-23—Lubrication of Door Outside Handle

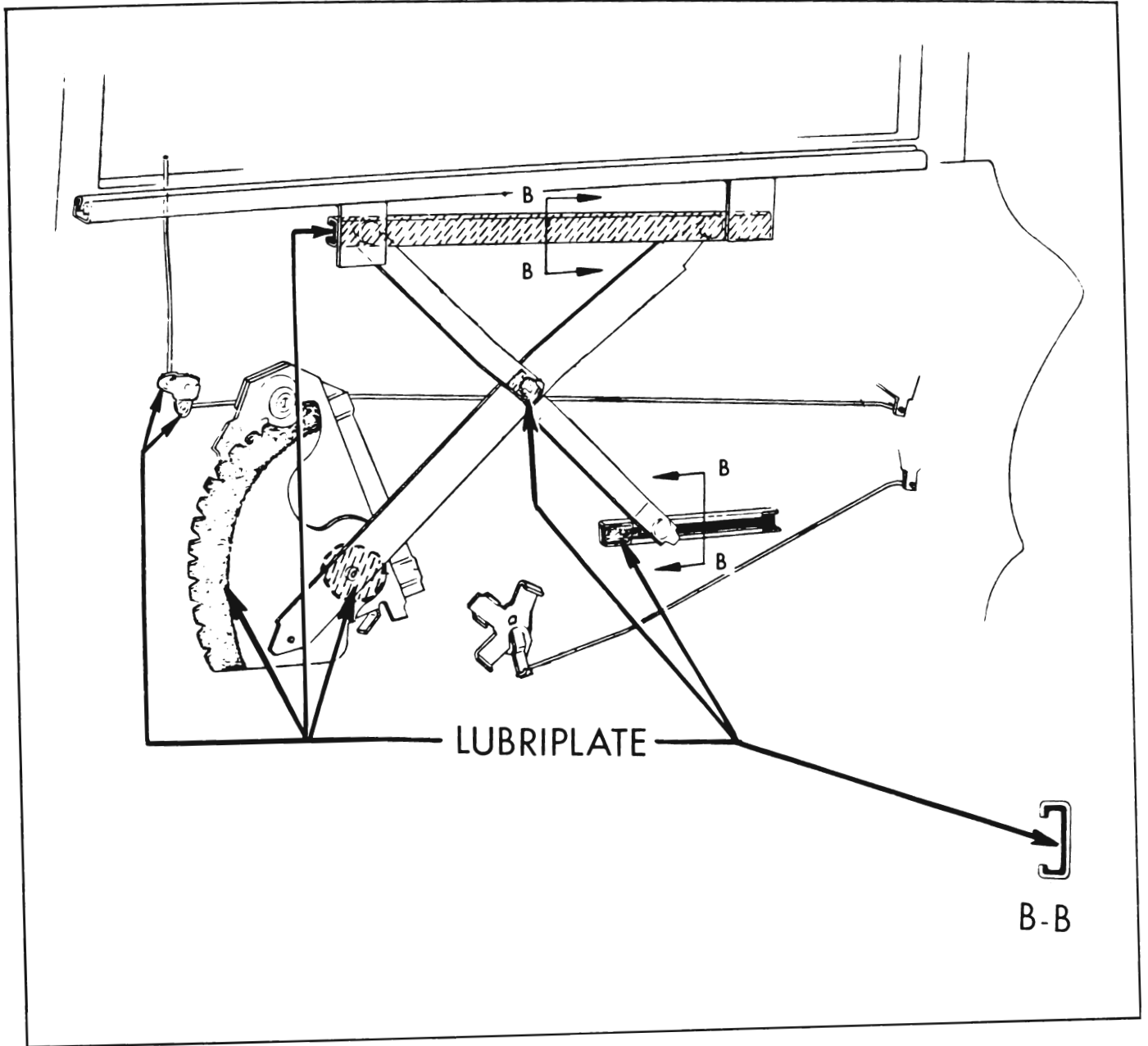


Figure 1-24—Lubrication of Front and Rear Door Window Regulator, Channels, and Door Lock

**n. Rear Quarter Window Regulator, Cams and Guides**

Apply a coat of Lubriplate or equivalent to areas indicated by "1" and "2" in Figure 1-26.

**o. Back Door Window Regulator, Cams and Guides**

Apply a coat of Lubriplate or equivalent to areas "1" and "2" as shown in Figure 1-27.

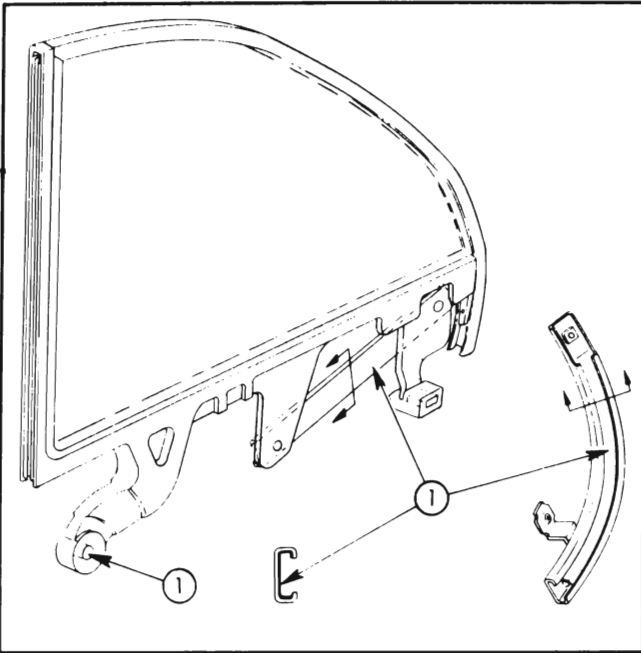


Figure 1-25—Rear Quarter Window Cams and Guides  
'67 Styles

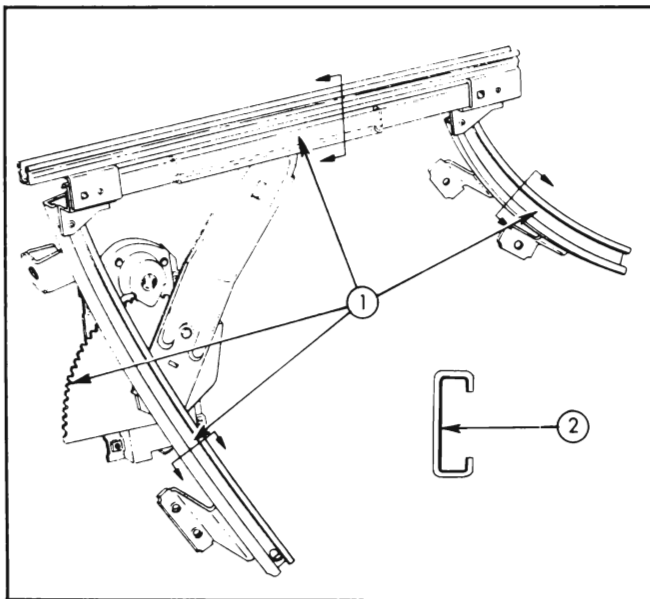


Figure 1-26—Rear Quarter Window Regulator, Cams  
and Guides - All 2-Door Styles

## 1-8 REAR AXLE LUBRICANT RECOMMENDATIONS

### a. Standard Differential Axle

Buick 4000-4100 rear axles are filled at the factory with a special hypoid gear lubricant. It is not necessary to remove the original lubricant at any time except when it has become contaminated, or when it is required for inspection of parts or for repairs. Therefore there is no drain hole in the rear axle housing.

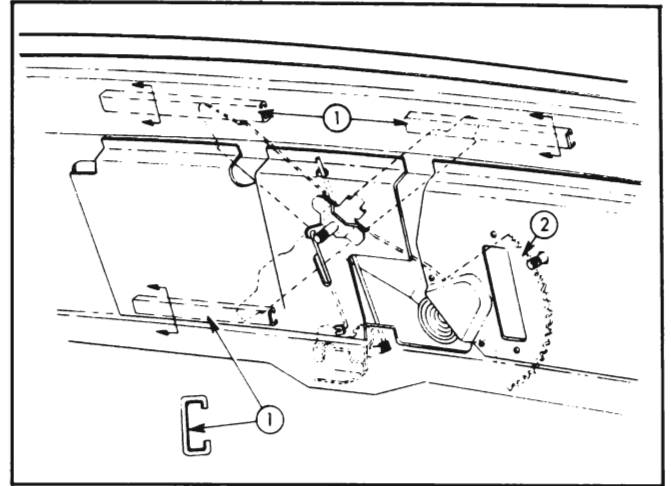


Figure 1-27—Back Door Window Regulator Cams and  
Guides - 35 and 45 Styles

Draining and flushing are not recommended unless the lubricant has become contaminated. When complete refilling is necessary, Multi-Purpose Gear Lubricant (conforming to specification MIL-L-2105B) may be used, provided the axle has been in service for 1000 miles or more. Axles with less than 1000 miles service must not be completely refilled with any lubricant other than Factory Hypoid Lubricant.

The lube is packaged with Replacement Ring and pinion gear sets and is also available through the Buick Parts Department under Group 5.535.

### b. Positive Traction Differential Axle

Buick Positive Traction Differential Axles are filled at the Factory with a special lubricant conforming to Buick Specification No. 723. It is not necessary to remove the lubricant at any time except when it has become contaminated or when it is required for inspection of parts or for repairs. There is no drain hole in the rear axle housing.

In all cases of adding lubricant to bring to proper level or complete refilling of Positive Traction Rear Axle, only lubricant conforming to Buick Specification No. 723 may be used. Lubricant conforming to this specification may be obtained from any Buick Parts Warehouse under Group 5.535.

Positive Traction Differential Rear Axles can be identified by an embossed tag around the filler plug which reads, "Use Limited Slip Differential Lube Only." Also, a letter "X" inside a letter "O" is stamped on the bottom of the differential carrier casting just forward of the rear axle housing and is visible from beneath the car. See figure 1-8.