GROUP 1

LUBRICARE AND BEARING SERVICE

SECTIONS IN GROUP 1

SECTION 1-A

LUBRICARE INSTRUCTIONS

CONTENTS OF SECTION 1-A

1-1 LUBRICARE RECOMMENDATIONS—ENGINE AND COMPONENTS

1. Engine Oil. Check every 1,000 miles. Check engine oil level only after engine has been stopped for at least one minute to allow oil to drain down into the oil pan.

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 every 4,000 miles 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 of the base until the gasket just touches the base, tighten filter 2/3 turn more. Start engine.

Do not accelerate engine beyond normal idle until oil pressure is indicated. Check filter area for leaks after engine has run for five (5) minutes. See Figure 1-3.

3. Air Cleaner. Recommendation is to normally service every 8,000 miles. If car is operated in dusty territory check condition of air cleaner element more frequently and clean if dirty.

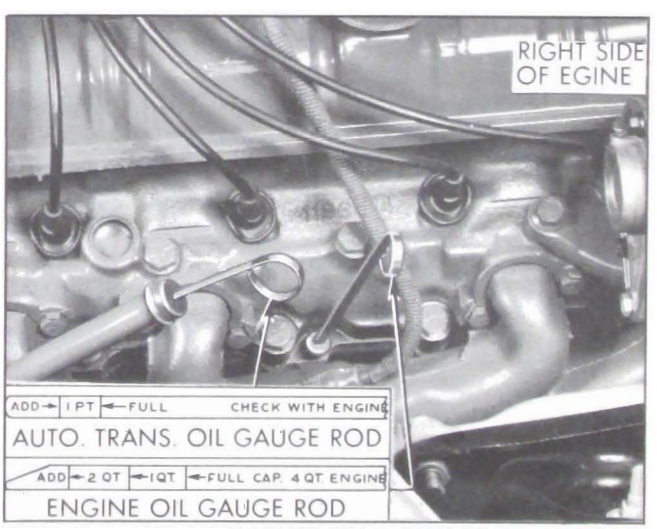

Figure 1-1—Engine & Automatic Transmission Oil Gauge Rods

1962 BUICK LUBRICARE CHART

4400 - 4600 - 4800 SERIES

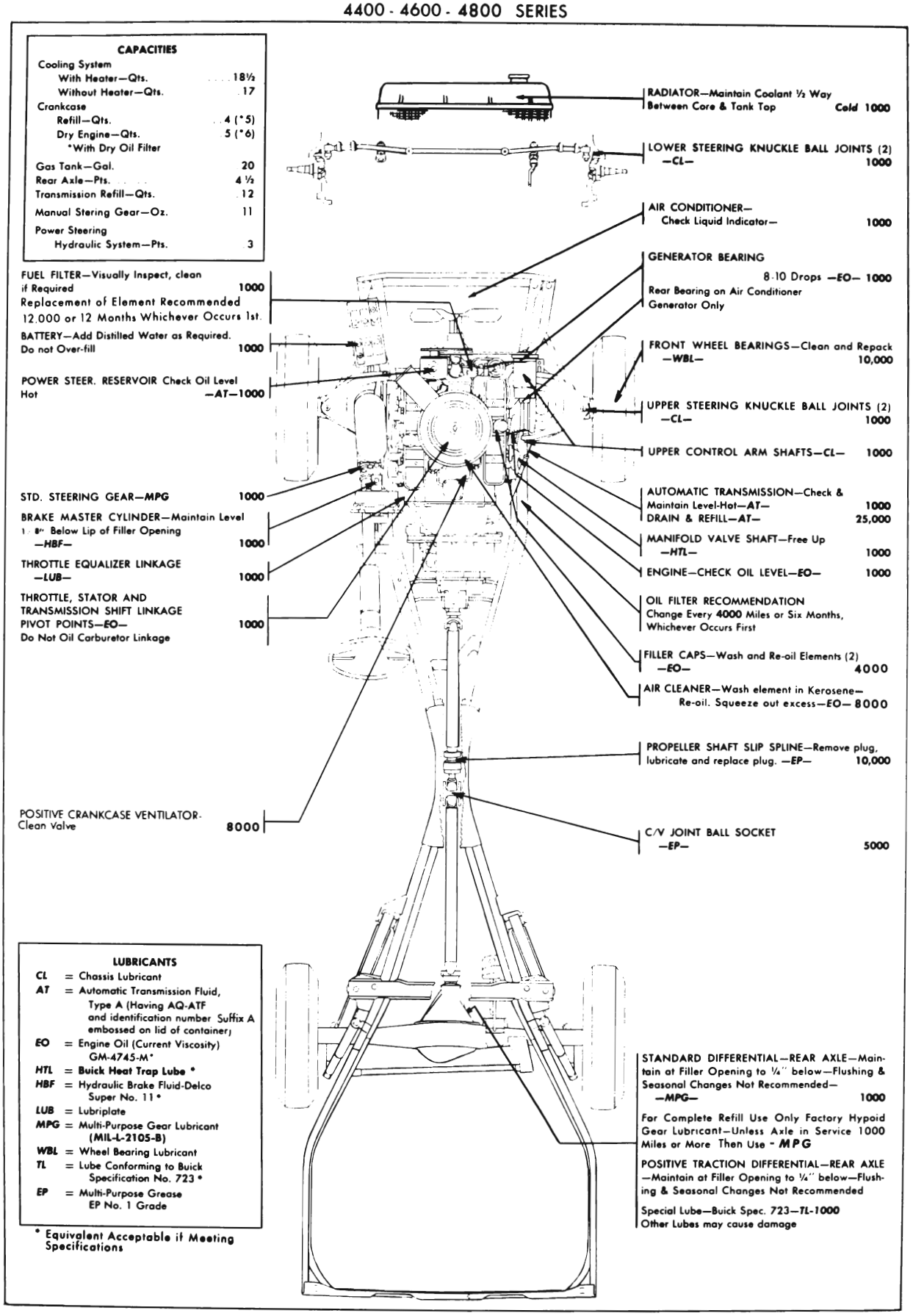

Figure 1-2—Chassis Lubricare Chart Series 4400-4600-4800

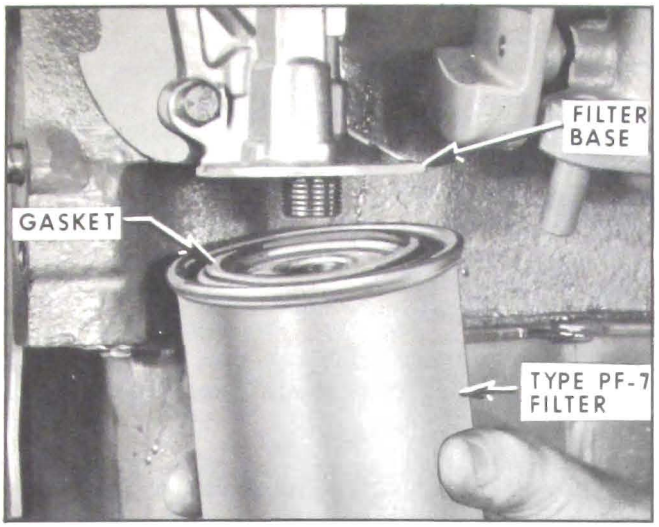

Figure 1-3—Oil Filter Installation

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 the mesh support taking care to have the edges of the element over the support to affect a good seal. See Figure 1-5. Clean any oil or accumulated dirt out of the air cleaner housing before installing element.

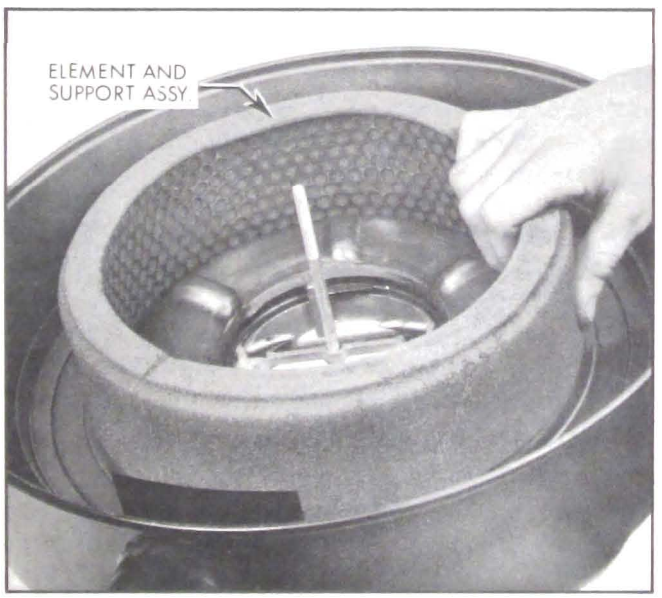

Figure 1-4—Air Cleaner Element and Housing

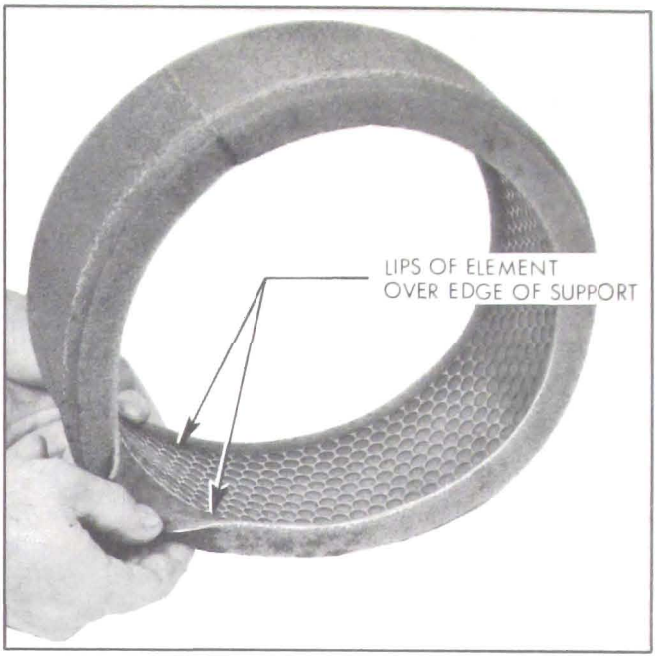

Figure 1-5—Installing Element On Support

NOTE: If the element becomes damaged replace with AC type A-96C or equivalent.

4. Fuel Filter. Inspect, clean bowl, and replace element if required. Element is normally 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 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. Oil Filler Cap. Every 4,000 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.

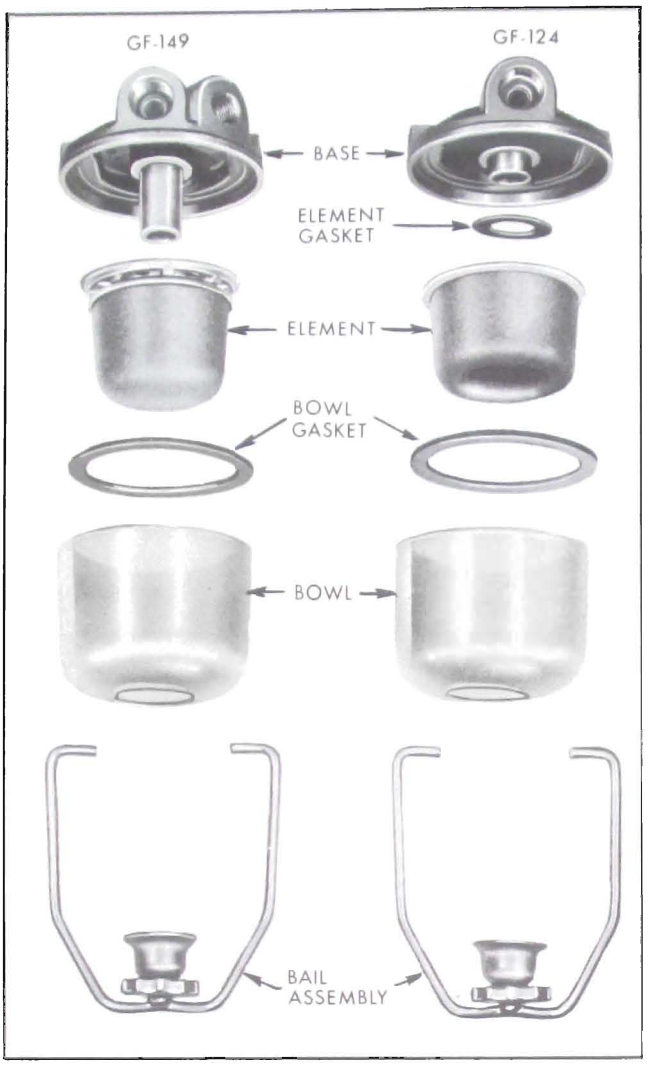

Figure 1-6—Fuel Filters-Exploded View

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

6. Positive Crankcase Ventilator Valve. It is recommended that Positive Crankcase Ventilator Valves be taken apart and serviced every 8,000 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 rocker arm cover.

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

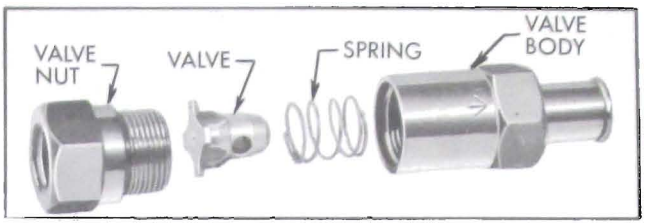

Figure 1-7—Positive Crankcase Ventilator Check Valve-Exploded View

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

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 nonvolatile 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. These 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 on the following page.

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 1,000 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 increase 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 (subparagraph 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.

TEMPERATURE-VISCOSITY-SERVICE CHART

Anticipated Lowest Temp.	Use SAE Viscosity Number	Recommended Oil Change
	10W-30 10W-20	
Above Freezing (32°F)	20 20W	Every 4000 miles or 60 Days, whichever occurs first.
Below Freezing (32°F) and Above 0°F	10W-30 10W-20 10W	Every 4000 miles or 30 Days, whichever occurs first.
Below 0°F	5W-20 5W	Every 4000 miles or 30 Days, whichever occurs first.

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.

b. Crankcase Flushing

Flushing the crankcase with oils or solutions other than a good grade of 10-W engine oil is not recommended. When flushing to remove contamination appears advisable, use 3 quarts 10-W 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.

1-3 EVERY 1000 MILES—LUBRICARE

1. Engine Oil—Check Level—see paragraph 1-1.

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

Upper Control Arm Shafts (4 fittings)
Upper Ball Joints (2 fittings)
Lower Ball Joints (2 fittings)

The steering linkage is of a permanent lubricated design and normally requires no periodic lubrication. However, if a squeak develops in a linkage ball joint after an extended period of operation a 1/4"-28 grease fitting can be substituted for the removable plug in the ball joint and periodic 1,000 mile lubricare performed thereafter.

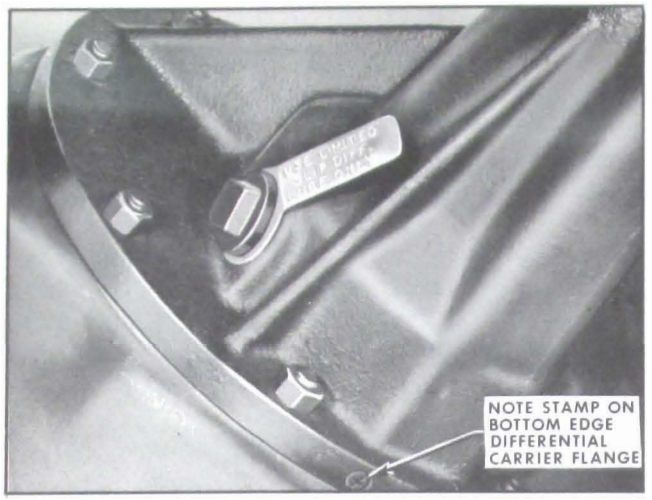

Figure 1-8—Identification of Positive Traction Differential Axle

3. Rear Axle

(a) Standard Differential 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-2105B). When car is operated in temperatures continuously below -10°F., use SAE 80 Multi-Purpose Gear Lubricant.

NOTE: Draining and flushing is 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 1,000 miles or more. Axles with less than 1,000 miles must not be completely refilled with any lubricant other than Factory Hypoid Lubricant.

(b) Positive Traction Differential Rear Axle. Identified by embossed tag on filler plug reading, "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.

4. Automatic Transmission. Check transmission oil level, with transmission oil at operating temperature, transmission in Park, and engine idling. Remove gauge rod located under right side of hood (Figure 1-1), wipe dry with clean cloth then reinstall to full depth. Remove rod and note oil level.

Add oil specified in paragraph 1-6 to maintain oil level between "ADD OIL" and "FULL" marks on gauge rod. Distance between the "FULL" and "ADD OIL" mark represents approximately one pint.

5. Generator; Lube front bearing on standard generators and front and rear bearings on air conditioner generators with 8 to 10 drops of light engine oil. Do not over fill oil cups. Rear bearing on standard generator is permanently lubricated.

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

7. 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 1-9.

8. Manifold Valve Shaft. Place a few drops of "Buick Heat Trap Lube" or equivalent on shaft at each end and rotate shaft to work lubricant into bearings. See Figure 1-10. Buick Heat Trap Lube is available through Buick Parts Warehouses under Group 8.800.

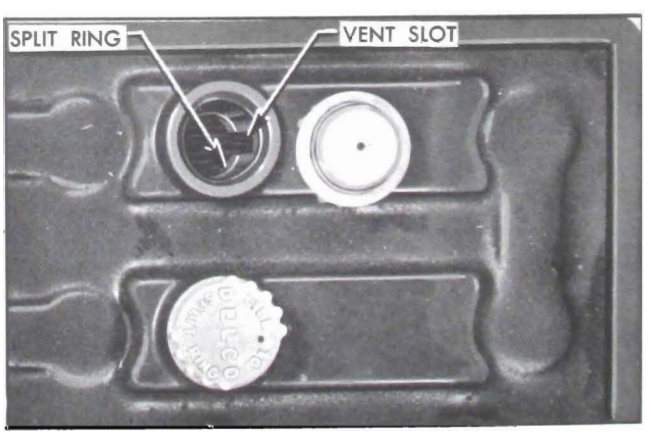

Figure 1-9—Battery Filler Well

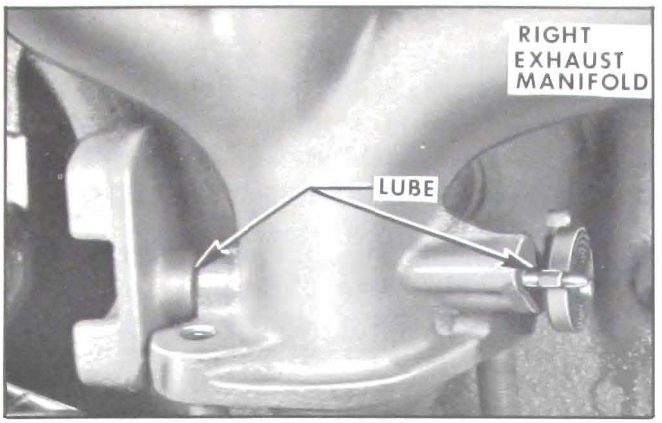

Figure 1-10—Manifold Valve

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

10. Power Steering Gear. Thoroughly clean dirt from reservoir cap on top of oil pump, then remove cap. With system warmed up, maintain level with oil specified for automatic transmission. See Figure 1-11.

11. Throttle, Clutch, Stator, and Transmission Shift Linkage Pivot Points. Wipe dirt from pivot points, then apply a good grade of light oil. To lubricate throttle equalizer bearing, however, work Lubriplate into bearing. CAUTION: Never oil linkage on carburetor.

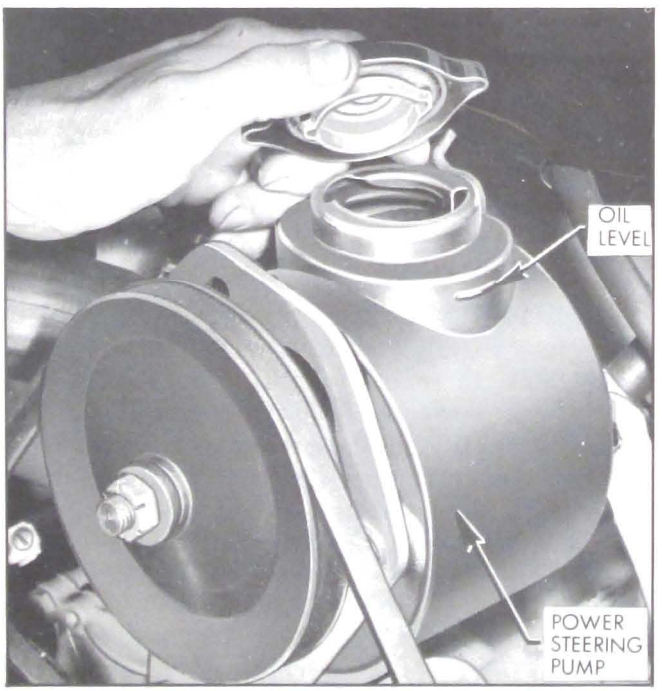

Figure 1-11—Power Steering Pump Reservoir

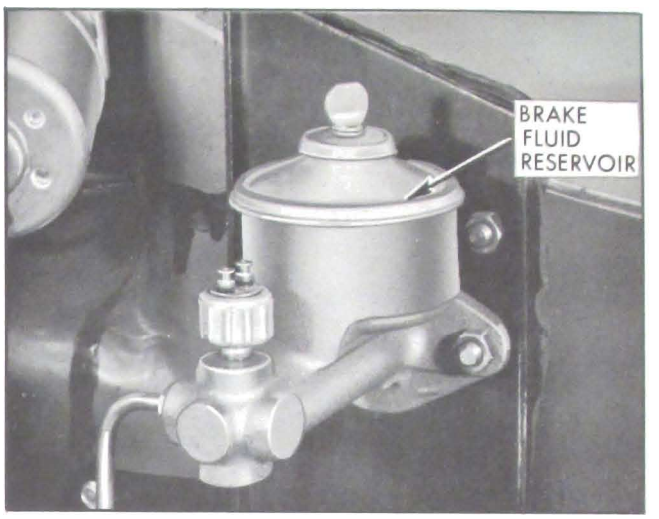

Figure 1-12—Brake Fluid Reservoir

12. Brake Master Cylinder. On both manual and power brake jobs, the 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" 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. See Figure 1-12.

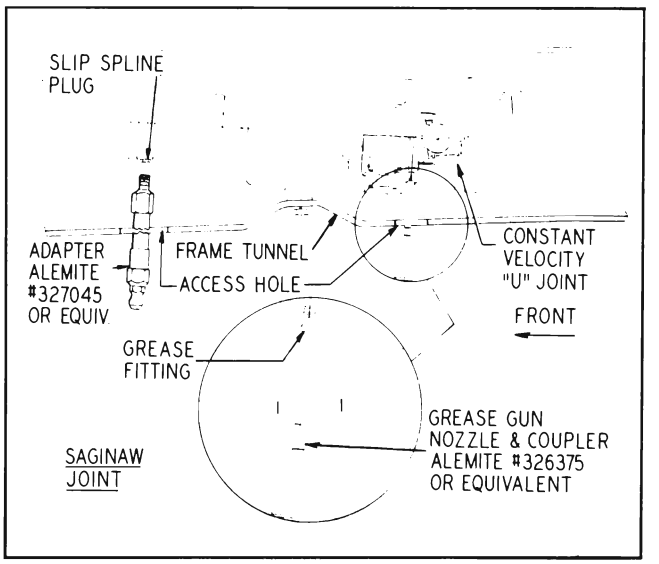

Figure 1-13—Propeller Shaft Slip Spline and Constant Velocity Universal Joint Lubrication Points (Saginaw Joint)

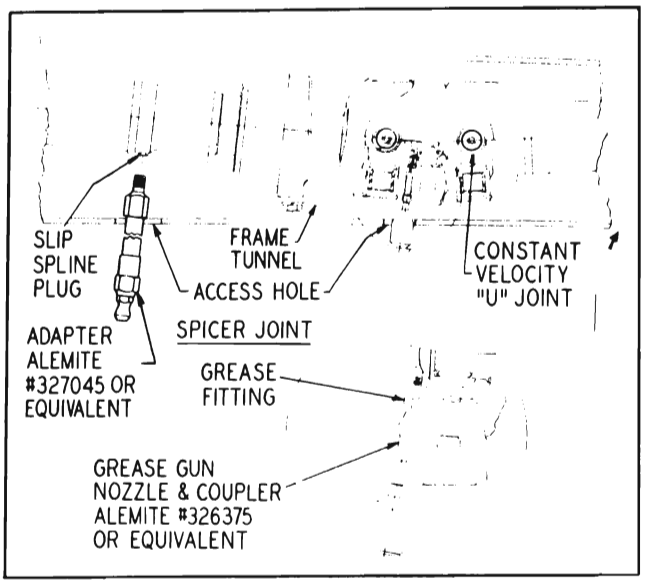

Figure 1-14—Propeller Shaft Slip Spline and Constant Velocity Universal Joint Lubrication Points (Spicer Joint)

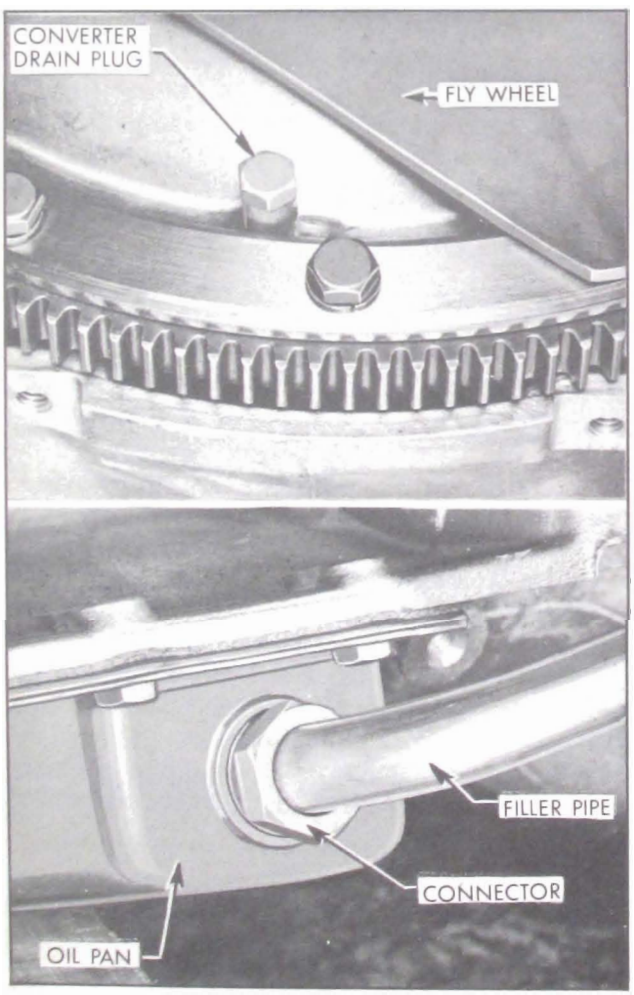

Figure 1-15—Automatic Transmission Drain Points

13. Tires. Inflate all tires, as follows:

(a) Air temperature above freezing. 24 pounds starting pressure (after car has been standing for 3 hours or driven less than one mile.) Inflate estate wagon rear tires to 28 pounds.

(b) Air temperature below freezing. Add two pounds to above pressures.

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

1-4 EVERY 5000 MILES—LUBRICARE

1. Constant Velocity Universal Joint Center Ball. Rotate propeller shaft till fitting is visable through rear hole in frame tunnel. See Figures 1-13 and 1-14. Insert special grease gun nozzle (Alemite #326375 or equivalent) through frame tunnel to bear solidly against fitting. One or two shots from a lever type grease gun are sufficient.

NOTE: Multi-Purpose Grease EP #1 grade is the only lubricant applicable at this point. Do not use ordinary chassis lube. EP #1 lube is available through many oil companies.

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 paragraph 7-10.

2. Propeller Shaft Slip Spline

Each 10,000 miles, rotate propeller shaft so plug in propeller shaft is accessable through front hole in frame tunnel. See Figure 1-13 and 1-14. Remove plug and install grease fitting. Apply multi-purpose grease EP #1 Grade. Do not use ordinary chassis lube. Remove grease fitting and reinstall plug. EP #1 lube is available through many oil companies.

NOTE: Special extended length grease fittings to make this operation simple and fast are available from lubrication equipment jobbers.

3. Fan Belt.

Inspect fan belt for cracks and for proper tension. See Figures 2-39 and 2-40.

1-6 EVERY 25,000 MILES— AUTOMATIC TRANSMISSION

At 25,000 mile intervals the transmission should be completely drained, the oil pan and screen should be removed and cleaned, and the transmission should be refilled with fresh oil. Transmission MUST NOT BE FLUSHED when oil is changed.

a. 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 AQ-ATF and identification number, suffix A embossed in lid of can.

b. Draining and Refilling Automatic Transmission

1. Warm up transmission, then remove bell housing cover.

2. Loosen one converter drain plug, then turn converter until opposite drain plug is straight down and remove this plug to allow converter to drain completely. See Figure 1-15.

3. Remove filler pipe fitting from oil pan and allow oil pan to drain completely. Do not remove accumulator caps. See Figure 1-15.

4. Remove oil pan and oil screen, clean thoroughly, and reinstall. Install and tighten drain plugs and filler pipe, then install bell housing cover.

5. Put 3 quarts of specified oil (subparagraph a) in transmission. With engine idling and transmission in Parking (P) complete the refilling to bring oil level to "FULL" mark on gauge rod. When transmission oil is warmed up, the oil level should then be at "FULL" mark on gauge rod.

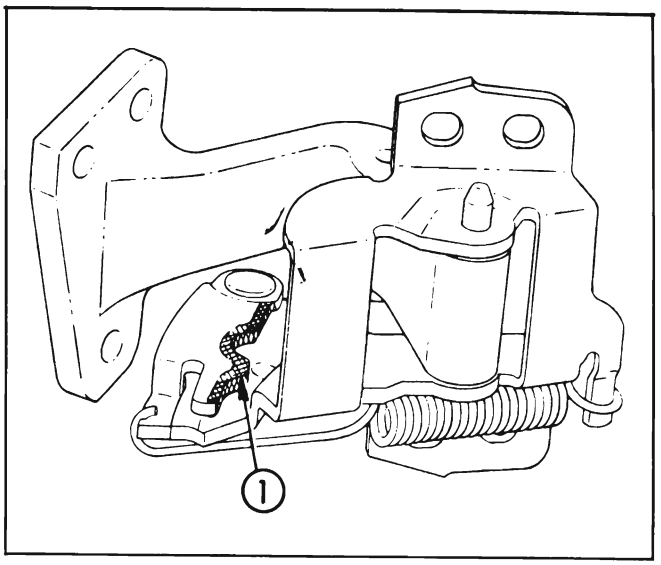

Figure 1-16—Front Door Hinge Hold-open Assembly

An Automatic transmission refill requires approximately 12 quarts. A completely dry transmission requires an additional 1-3/4 pints.

1-7 LUBRICARE—TWICE A YEAR

The moveable mechanical hardware parts of the body and hood assembly are lubricated at the factory to insure proper and quiet operation. Because of frequent use of some parts, such as door locks and hood latches, it is important that the readily accessible parts be lubricated at least twice a year.

Wipe off all lubrication points before applying new lubricant. Remove all excess lubricant where necessary to prevent staining of trim parts or clothing.

1. Hood Latches and Hinges. Lightly coat hood guide, latches, lever, and dovetail bolts with Lubriplate. 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. Windshield Wiper Cams. Apply a small amount of silicone lube to both sides of cams. Wipe off excess.

4. Front Door Hinge Hold-Open Assembly.

Wipe off dirt and apply a light coat of Lubriplate or its equivalent at points indicated (Figure 1-16). The hinge pins should be lubricated with engine oil.

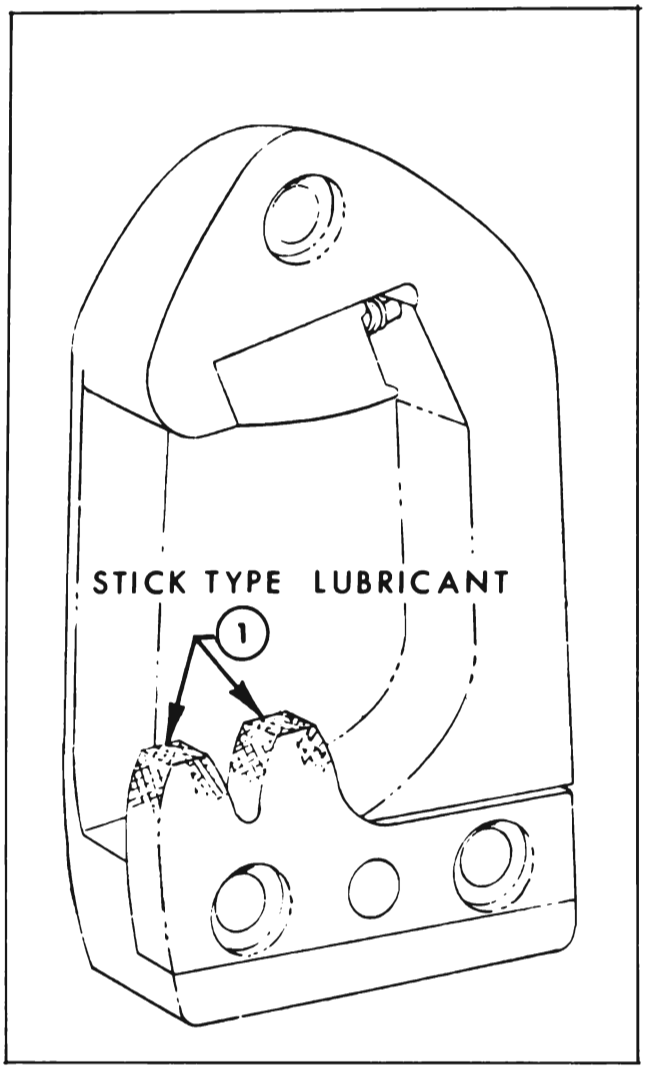

Figure 1-17—Door Lock Striker

5. Instrument Panel Compartment Door Hinge. Wipe off dirt and apply a sparing amount of dripless oil to the hinge frictional points. Operate door and wipe off excess lubricant.

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

7. Door Lock Rotary Bolt and Housing. Wipe off dirt and apply a thin coat of stick-type lubricant and oil (Figure 1-18).

8. Rear Door Hinge and Hold-Open Assembly. Wipe off dirt and apply a light coat of Lubriplate or equivalent, to frictional points (Figure 1-19). Wipe off excess lubricant.

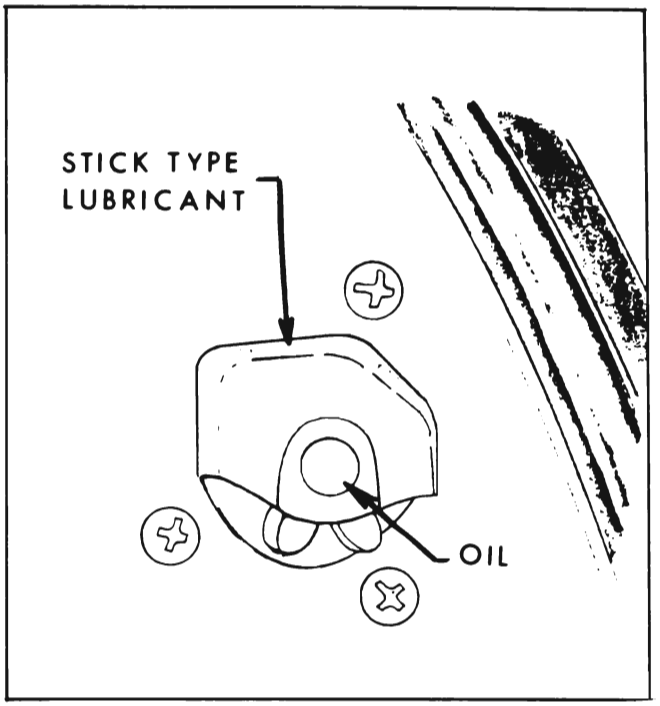

Figure 1-18—Door Lock Rotary Bolt and Housing

9. Rear Compartment Lid and Tail Gate Locks. On rear compartment lid locks, apply a thin film of Lubriplate or its equivalent (Figure 1-20). On tail gate locks, apply a thin film of Lubriplate or its equivalent to the bolt at the striker contact areas.

10. Door Weatherstrips, Side Roof Rail Weatherstrips and Door Bumpers. A thin coat of Silicone lubricant should be used on weatherstrips and door bumpers to prevent squeaking.

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

12. Gas Tank Filler Door Hinge. Apply a few drops of dripless oil to frictional points of door hinge. Work door several times and wipe off excess lubricant.

13. Tail Gate Hinge. Wipe off dirt and apply a small amount of dripless oil to frictional areas.

14. Folding Seat Linkage. Wipe off dirt and apply a sparing amount of dripless oil to all frictional areas. Work linkage several times and wipe off excess lubricant.

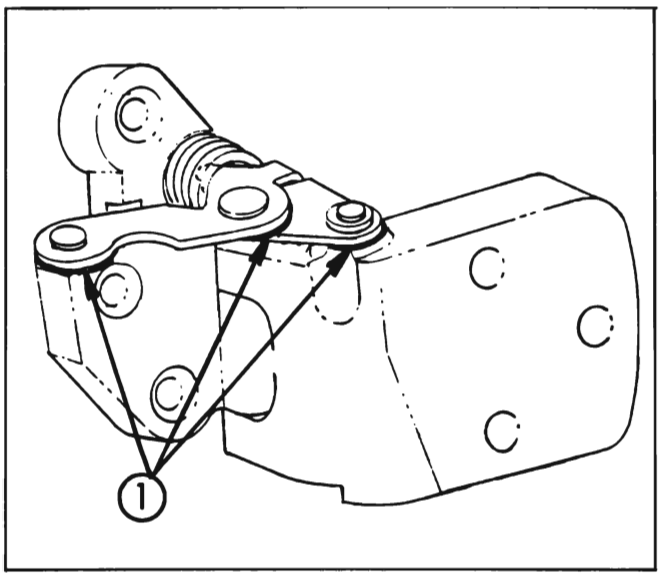

Figure 1-19—Rear Door Hinge and Hold Open Assembly

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

16. Rear Compartment Lid Hinges and Torque Rods. Apply Lubriplate or equivalent, to hinge and torque rods at friction points.

17. Folding Top Linkage. Apply a sparing amount of light oil to all bearing points (Figure 1-21). Wipe off excess lubricant to prevent soiling trim.

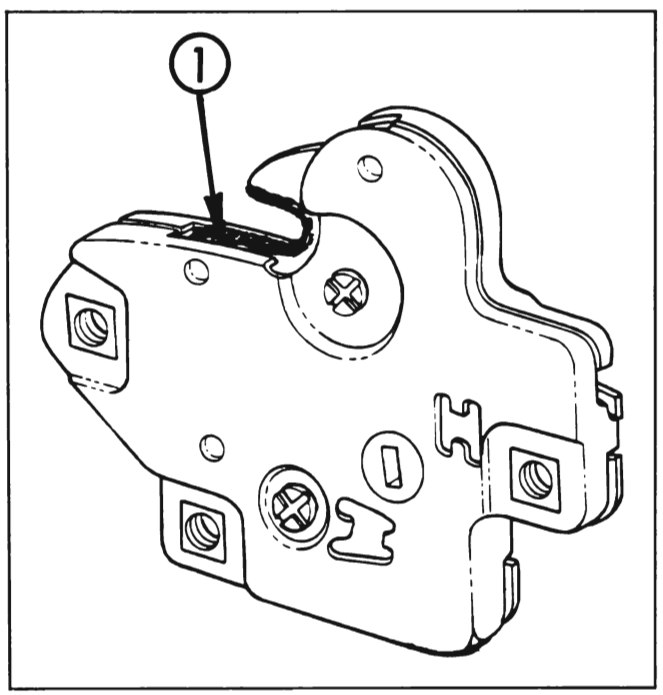

Figure 1-20—Rear Compartment Lid and Tail Gate Locks

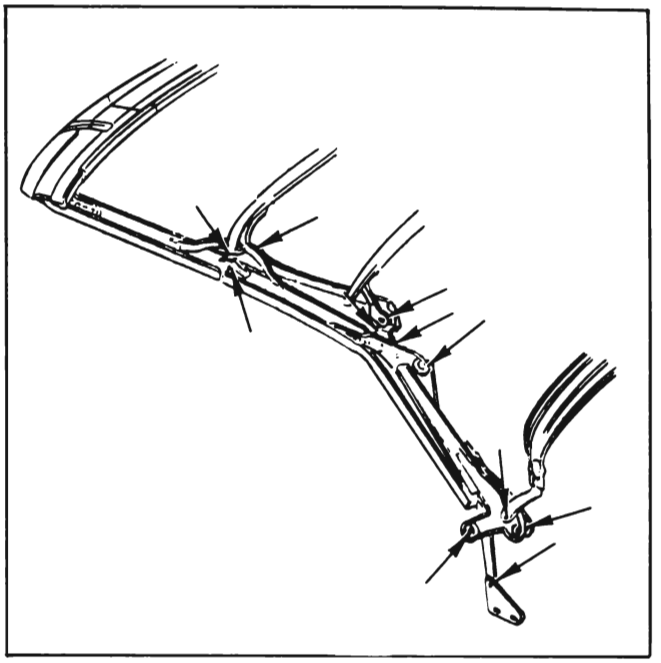

Figure 1-21—Folding Top Linkage

18. Folding Top Lift Cylinder Piston Rods. Twice each year, with folding top in raised position, wipe exposed portion of each top lift cylinder piston rod with a cloth dampened with brake fluid to remove any oxidation or accumulated grime. With another clean cloth, apply a light film of brake fluid to the piston rods to act as a lubricant.

NOTE: Use caution so that brake fluid does not come in contact with any painted or trimmed parts of the body.

19. Sunshade Rod. Remove sunshade assembly from support and apply a thin film of stick-type lubricant to end of sunshade rod (Figure 1-22). Wipe off all excess lubricant.

20. 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.

1-8 LUBRICARE—AS REQUIRED OR WHEN ACCESSIBLE

a. Brake Lubricare

Lubrication of all metal contact points at wheel brake assemblies is normally performed

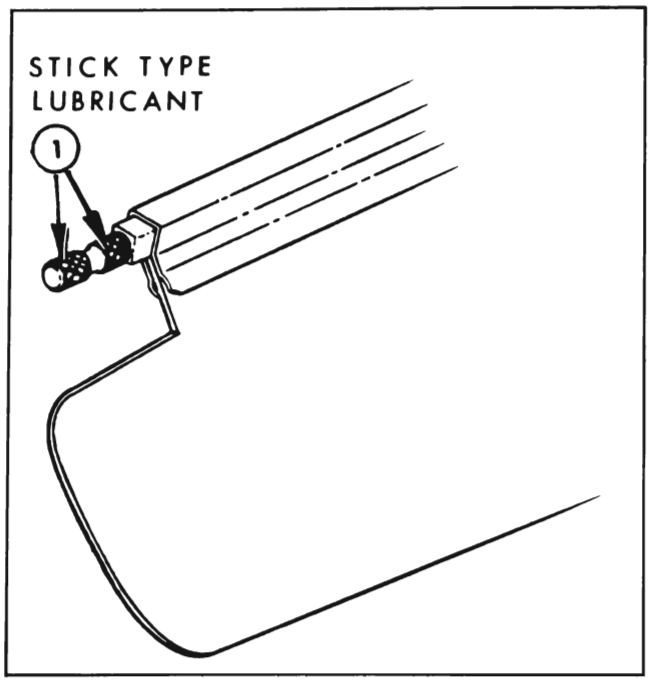

Figure 1-22—Sunshade Rod

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.

b. 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.

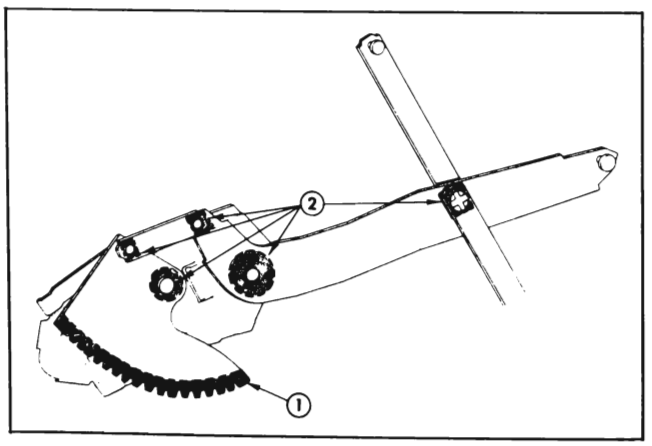

Figure 1-24—Lubrication of Front and Rear Door Window Regulator and Channels

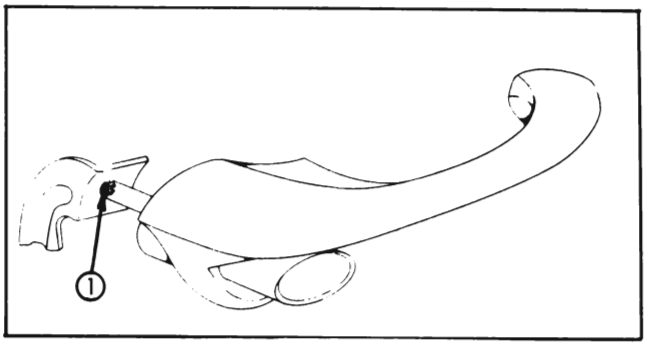

Figure 1-23—Lubrication of Door Outside Handle

c. Speedometer Cable Lubricare

The speedometer cable has a Delrin Casing liner and requires no lubrication. The liner has lubricant qualities and the casing is sheathed to prevent entry of water and dirt. The cable itself is treated with an anti-rust lube prior to assembly.

d. Body Hardware

1. Door Lock Outside Handle

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

2. Door Lock Parts

Lubricate moving parts of door lock with Lubriplate or its equivalent.

3. Front and Rear Door Window Regulator Sector and Channels

Apply a coat of Lubriplate or its equivalent to location of regulator sector indicated at "1" and to sliding surface of window cam and guide channels indicated at "2" in Figure 1-24. 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.

4. Door Window Cams

Apply a coat of Lubriplate or equivalent to channel portion of cams.

5. Rear Quarter Window Cams

Apply a coat of Lubriplate or equivalent to

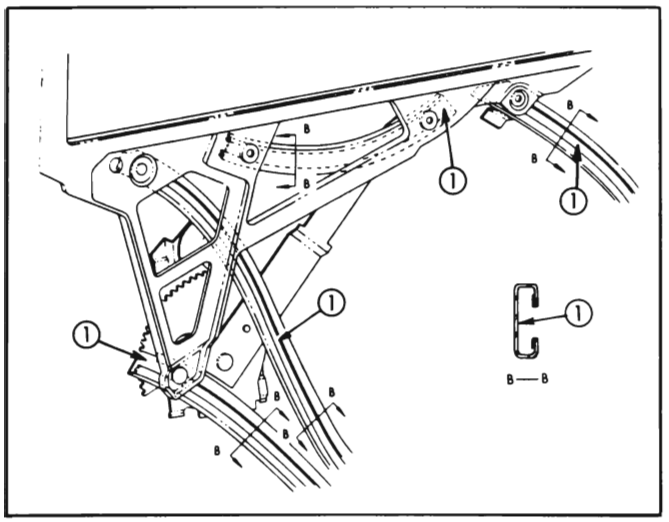

Figure 1-25—Rear Quarter Window Cams

channel portion of cam and guide assemblies (Figure 1-25).

6. Door Locking Mechanism

Apply Lubriplate or equivalent to pivot points at ends of all connecting rods. See Figure 1-26

7. Front Seat Adjuster Mechanism—Manually Operated

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

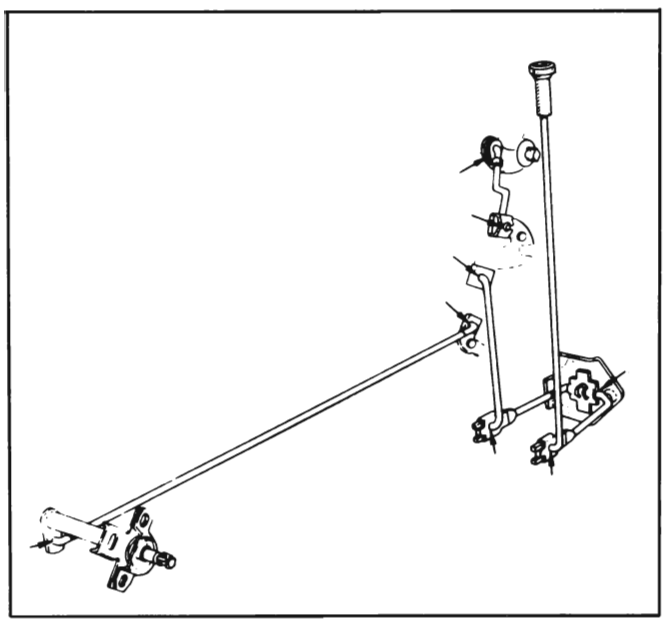

Figure 1-26—Door Locking Mechanism

8. Front Seat Adjuster Mechanism—Electrically Operated

Thoroughly wipe off old lubricant from jackscrew. Apply a thin film of Lubriplate or its equivalent to jackscrew, being careful not to soil seat trim. Operate the seat adjuster to limit of all positions. Apply a small amount of dripless oil to linkage and wipe off excess lubricant.

9. 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.

1-9 REAR AXLE LUBRICANT RECOMMENDATIONS

a. Standard Differential Axle

Buick standard 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.

Draining and flushing is 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 1,000 miles or more. Axles with less than 1,000 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 contam-

nated 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 should 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 affixed to the rear axle 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.