

GROUP 1 MAINTENANCE

SECTIONS IN GROUP 1

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SECTION 1-A LUBRICARE INSTRUCTIONS

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1-1 ENGINE OIL RECOMMENDATIONS

a. Engine Oil

Engine crankcase oils have a definite effect on ease of starting, oil economy, combustion chamber deposits and engine wear. It is recommended that you use an oil which, according to the label on the can, is: (1) intended for service MS and (2) passes car makers' tests or meets General Motors Standard GM 4745-M. Oils conforming to these types contain detergent additives.

b. 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.

c. Engine Oil Change and Viscosity Recommendations

Anticipated Lowest Temperatures	Use S.A.E. Viscosity Number	Change Your Oil at Least
Above Freezing (+32°F.)	S.A.E. 10W-30 S.A.E. 20W S.A.E. 20	Every 60 days or 6,000* miles, whichever occurs first.
Below Freezing (+32°F.) (to 0°F.)	S.A.E. 5W-20 10W	Every 60 days or 6,000* miles, whichever occurs first.
Below 0°F.	S.A.E. 5W-20 S.A.E. 5W	Every 60 days or 6,000* miles, whichever occurs first.

*If there is danger of oil contamination by dust, water or other foreign material during very extreme driving conditions, then the oil should be changed more frequently than shown in the table. Your Authorized Buick Dealer is well qualified to advise you.

Oil level should be checked more frequently during the break-in period since somewhat higher oil consumption is normal until piston rings become seated.

The oil level should be maintained between the "Full" and "Add"

marks on the gauge rod; each space between marks represents one quart. Do not fill above "Full" mark.

d. Oil Color

The color of "Service MS" type

1963 BUICK LUBRICATION CHART

4400-4600-4700-4800 SERIES

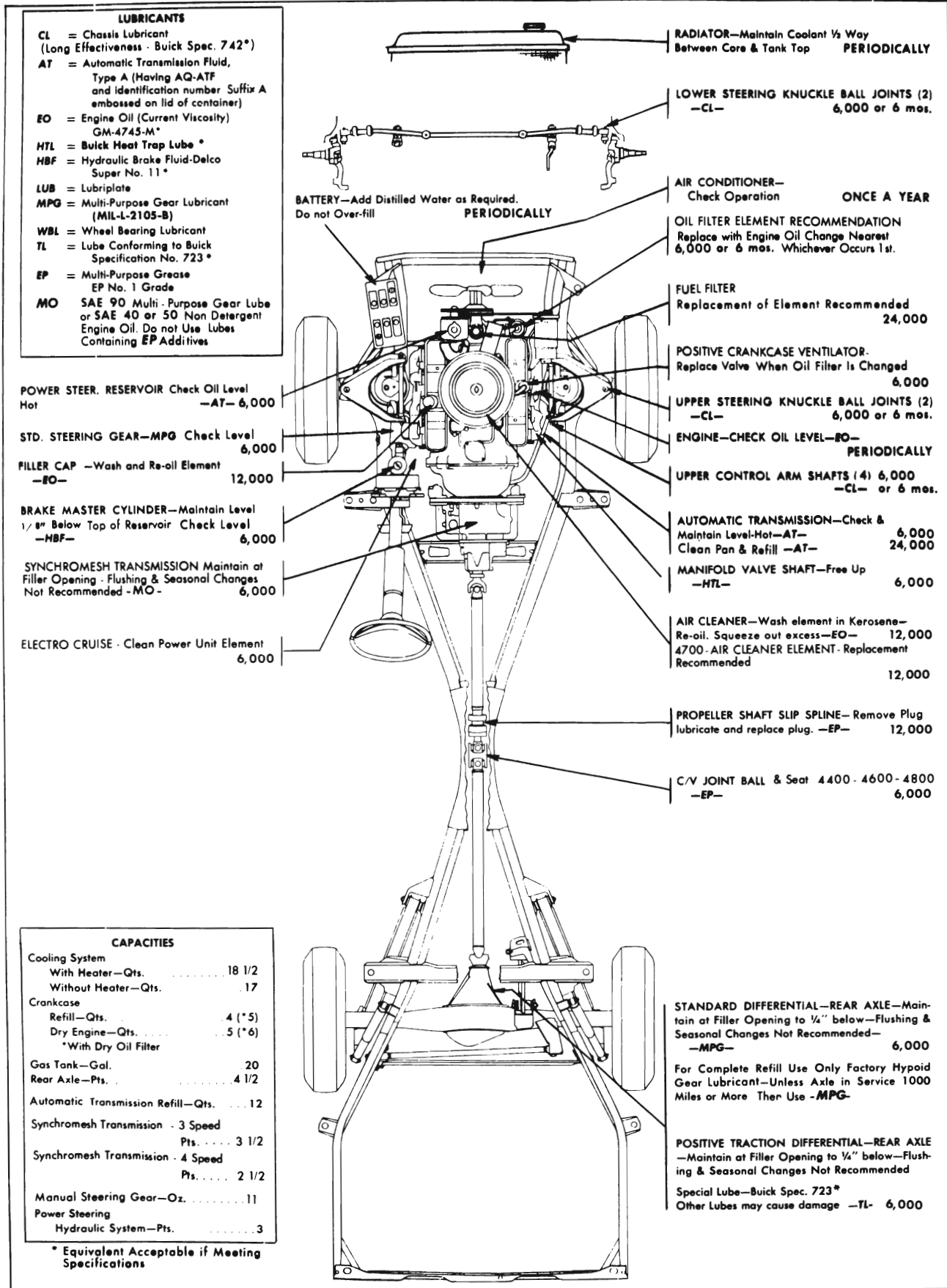


Figure 1-1-Chassis Lubricare Chart Series 4400-4600-4700-4800

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 envelops 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.

e. 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.

f. 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.

1-2 MAINTENANCE— PERIODICALLY WHILE VEHICLE IS BEING REFUELED

a. Battery

Check level. If necessary add distilled water to bring level to split ring at bottom of filler wells.

NOTE: Do not overfill. Clean top of battery; if wet with acid, neutralize with soda and wash clean. See Figure 1-2.

b. Tires

For maximum tire life, maintain correct tire pressure. Since tire pressure increases when tires are warm and decrease when cold, inflate as follows: 24 lbs. pressure - after car has been standing for at least 3 hours or driven less than one mile. Rear tires on station wagons should be 28 lbs. pressure. This is important since tires can increase in pressure as much as 7 lbs. when warm, and attempting to compensate for this increase can result in inaccurate pressures.

To avoid overloading rear tires when carrying trunk loads of 200 lbs. or more for long distances, inflate rear tires of coupes and sedans to 28 lbs. when cold.

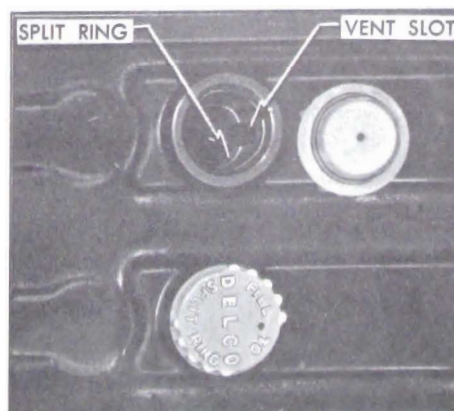


Figure 1-2—Battery Filler Well

When tires are inflated when temperature is below 32°F. and tires are cold, pressure should be increased 2 lbs. over normal recommended pressures.

See 6000 Mile Maintenance for switching tires.

c. Radiator Coolant

Radiator coolant level should be checked when the engine is cold if at all possible. If the radiator cap is removed when the system is at normal operating temperature the coolant will boil and spurt out due to the release of pressure. Coolant lost in this manner must of course be replaced. If coolant should be needed, fill radiator to approximately 1" below filler neck when cold. Do not overfill as loss of coolant due to expansion will result.

d. Engine Oil

This check should be performed last to allow the oil to drain back into the pan. Adding oil between changes may be necessary but only if the level is below the "add oil" mark on the dip stick. See Figure 1-3.

NOTE: Oil level should only be checked when the engine is warm as cold oil drains back to the oil pan very slowly.

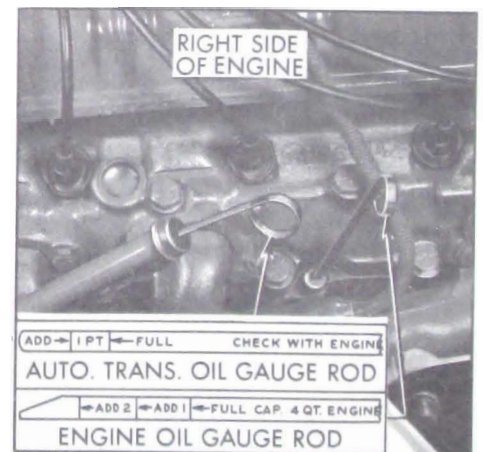


Figure 1-3—Engine and Automatic Transmission Oil Gauge Rods

1-3 MAINTENANCE— EVERY 6,000 MILES

a. Engine Oil Change Recommendations

Drain and refill engine crankcase every 60 days or 6,000 miles, whichever occurs first. See page 1-1.

b. Engine Oil Filter Change Recommendations

Replace engine oil filter with the engine oil change which comes nearest 6,000 miles or 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 1-4.

c. Positive Crankcase Ventilator Valve

At each oil filter change it is recommended that the positive crankcase ventilator valve be replaced with the correctly calibrated valve. The correctly calibrated valve for the 4400, 4600, 4700 and 4800 Series is listed under Group 1.745, Part 6418754 in the Buick Parts Book. See Figure 1-5.

d. Front Suspension and Steering Linkage

The Buick front suspension has been lubricated with a long-effectiveness lubricant at the factory and should be re-lubricated

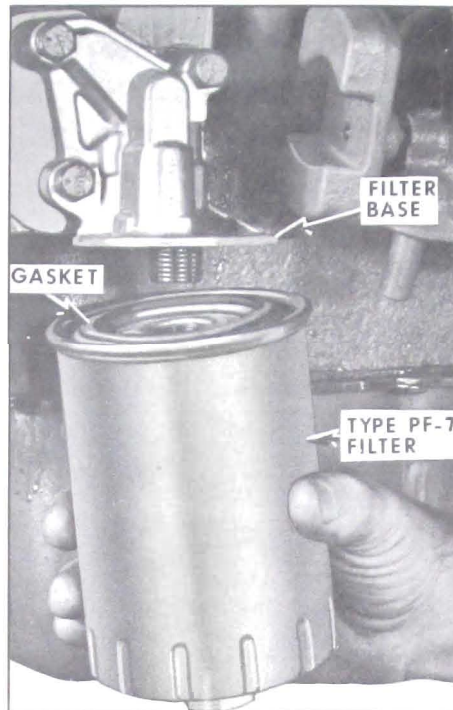


Figure 1-4—Oil Filter Installation

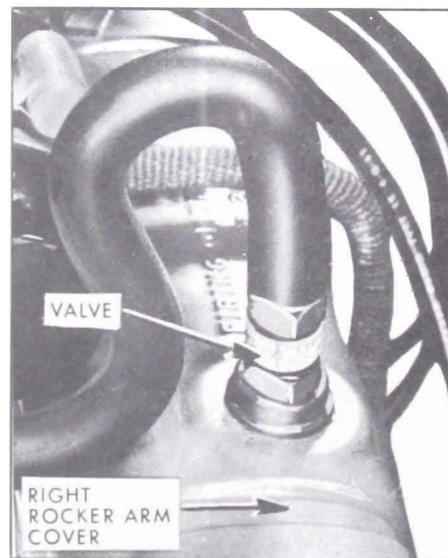


Figure 1-5—Positive Crankcase
Ventilator Valve

with a long-effectiveness lubricant equivalent to Buick Specification No.742 every 6,000 miles or six months whichever occurs first.

NOTE: If lubricants not intended for long-effectiveness application are used, the lubrication interval should be shortened and should not exceed 2,000 miles.

Wipe dirt from the lubrication fittings and apply the lubricant under pressure at the following points (Figure 1-1):

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

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

e. 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 1-6. Buick Heat Trap Lube is available through Buick Parts Warehouses under Group 8.800.

f. Check Fluid Level

1. 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

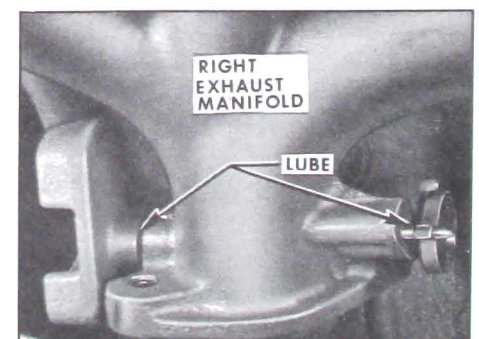


Figure 1-6—Manifold Valve

Delco Super No. 11 Hydraulic Brake Fluid or equivalent. Never use reclaimed fluid, mineral oil or brake fluids inferior to S.A.E. standard 70-R-1. See Figure 1-7.

2. Synchromesh 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 S.A.E. 90 Multi-Purpose Gear Lubricant or S.A.E. 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.

3. 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 1-1, 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 1-6 but do not fill above the "FULL" mark. Distance between the "FULL" and "ADD" marks represents approximately one pint.

4. 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.

5. 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 1-8.

6. 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

S.A.E. 90 Multi-Purpose Gear Lubricant (MIL-L-2105B). When car is operated in temperatures continuously below - 10°F., use 80 Multi-Purpose Gear Lubricant.

NOTE: Draining and flushing is not recommended, unless the lubricant has become contaminated. When complete refilling is necessary, S.A.E. 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.

7. 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 1-9. See Figure 1-9.

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.

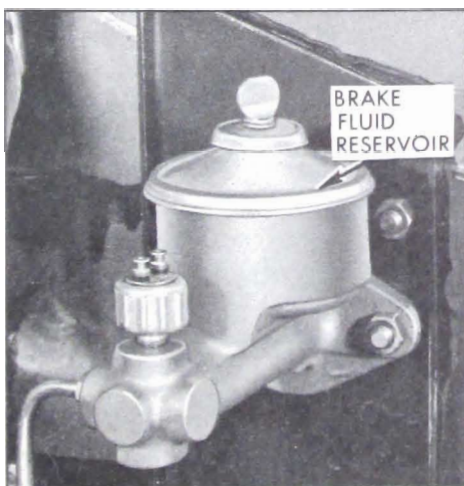


Figure 1-7—Brake Fluid Reservoir

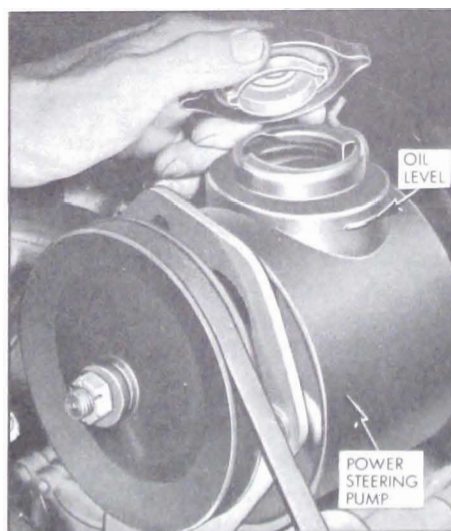


Figure 1-8—Power Steering Pump Reservoir

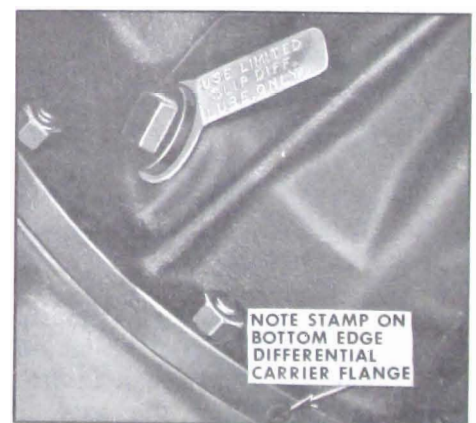


Figure 1-9—Identification of Positive Traction Differential Axle

g. Minor Lubrication

Occasionally lubricate the pivot points of moving parts such as door and hood hinges and latches, door hold open, clutch, transmission, parking brake and folding top linkage with Lubriplate, or equivalent, or engine oil where applicable. A small quantity of lock lubricant occasionally applied to lock cylinders will prevent sticking. See details under Maintenance - As Required.

NOTE: Do not lubricate carburetor or throttle linkage.

h. Body Rubber Parts

Door, hood, and rear compartment rubber weatherstrips and bumpers, and door bottom drain hole sealing strips may be kept pliable and quiet by the application of a light coat of Buick 4-X Compound or suitable silicone lubricant equivalent.

i. Tires

For best tire mileage switch tires as recommended in paragraph 7-8

j. Constant Velocity Universal Joint Center Ball 4400 - 4600 4800

Rotate propeller shaft until fitting is visible through rear hole in frame tunnel. See Figure 1-10. Insert special grease gun nozzle through frame tunnel to bear solidly against fitting. One or two shots from a lever type grease gun are sufficient.

Lubricating the Constant Velocity joint on certain hoists such as the frame contact type can be difficult as they allow the axle to drop and thus move the CV joint grease fitting away from the access hole. To correct, either the

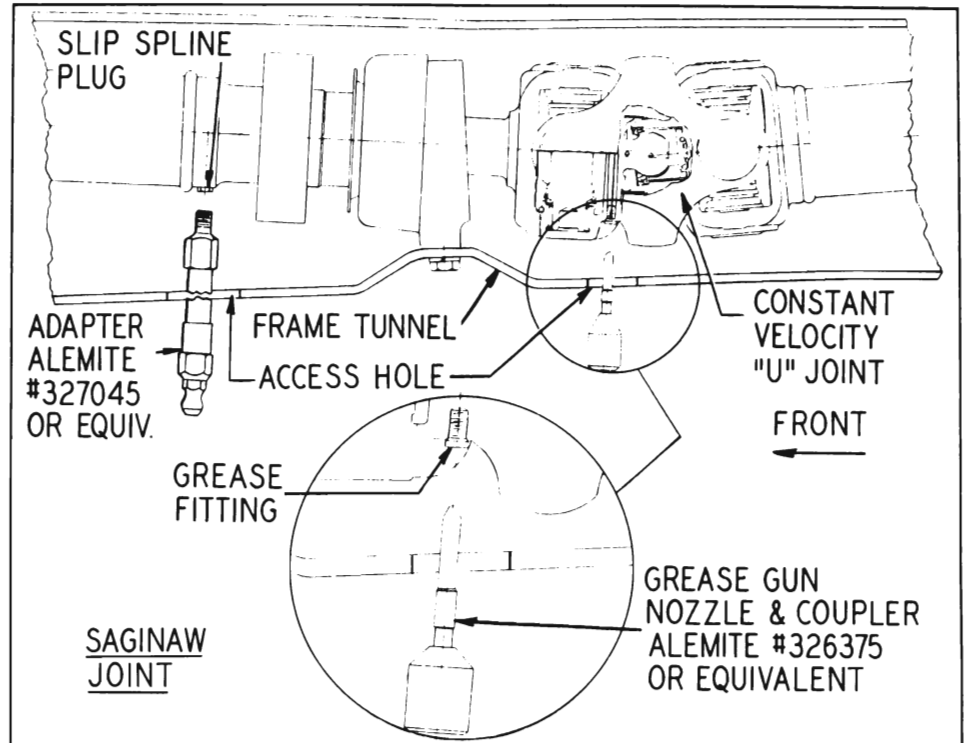


Figure 1-10—Propeller Shaft Slip Spline and Constant Velocity Universal Joint Lubrication Points (4400-4600-4800)

axle must be raised or the propeller shaft disconnected from the rear companion flange. CAUTION: Reassembly of the propeller shaft should be carefully done as instructed in Section 06.

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.

k. Electro-Cruise

Remove Electro-Cruise air filter element by bending back the four tabs on the power unit and removing the outer screen, element, and inner screen. See Figure 1-11.

Clean the screens and element in a suitable cleaner such as kerosene. Squeeze cleaner out of the element. **DO NOT OIL ELEMENT.** Reinstall inner screen, filter, and outer screen in the power unit and reposition tabs to retain filter assembly.

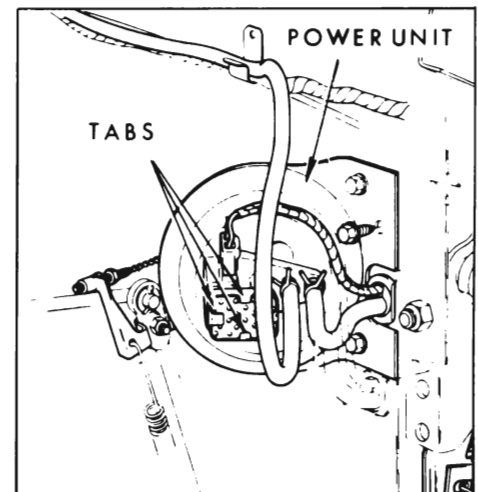


Figure 1-11—Electro-Cruise Power Unit

1-4 MAINTENANCE— EVERY 12,000 MILES OR ONCE A YEAR

(Suggested in addition to the 6,000 mile recommendations)

a. Tune-Care

Tune-Care includes: Clean

and/or replace spark plugs and ignition points; check compression, battery, cranking system, charging system, fuel pump, choke, hose connections, belts, carburetor; set engine timing and adjust idle speed.

b. Engine Air Cleaner (4400-4600-4800)

Recommendation is to normally service every 12,000 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 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

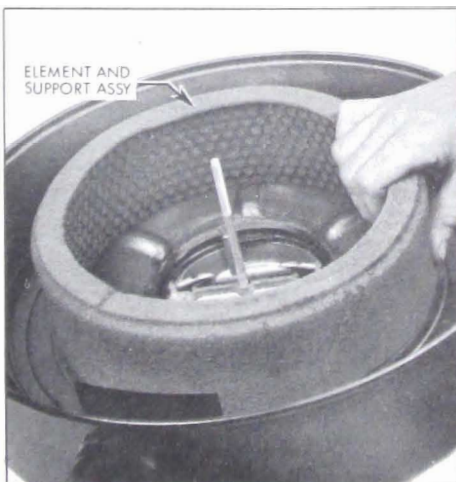


Figure 1-12—Air Cleaner Element and Housing

support to affect a good seal. See Figure 1-13. Clean any oil or accumulated dirt out of the air cleaner housing before installing element.

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

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

c. Engine Air Cleaner Element (4747)

Replacement of element is recommended every 12,000 miles, oftener under severe dust conditions. Service with AC Type 85-C or equivalent for maximum engine protection. Element must not be washed, oiled, tapped or blown with an air hose.

d. Crankcase Ventilator— Filler Cap

Every 12,000 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.

e. Engine Belts

Inspect belts for cracks and for proper tension.

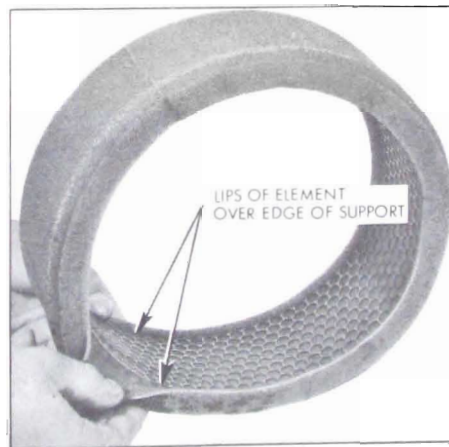


Figure 1-13—Installing Element on Support

f. Propeller Shaft Slip Spline

Each 12,000 miles, rotate propeller shaft so plug in propeller shaft is accessible through front hole in frame tunnel. See Figure 1-10. 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.

1-5 MAINTENANCE— EVERY 18,000 MILES

a. Brakes

Examine brake linings for wear, and the self-adjusting mechanism for proper functioning. Although linings may not be excessively worn, this check will indicate when another inspection should be made. If required, use Buick Factory Engineered replacement linings or equivalent. Lubricate the self-adjusting mechanism adjusting screw with Delco Moraine Special Brake Lubricant or equivalent.

b. Front Wheel Bearings

There is no periodic lubrication schedule for front wheel bearings. They may be relubricated whenever brake drums are removed. Always follow with the correct bearing adjustment as outlined in paragraph 7-10.

1-6 MAINTENANCE— EVERY 24,000 MILES

(Suggested in addition to the 6,000 and 12,000 mile recommendations)

a. Fuel Filter

Replacement of the disposable filter is recommended. More frequent replacement may be necessary if contaminants have entered the fuel system. Replace with filter type GF-94 or equivalent on non-air conditioned cars and type GF-96 or equivalent for air conditioned cars.

b. Automatic Transmission

At 24,000 mile intervals the transmission oil pan should be drained and removed and the screen should be removed and cleaned. The transmission should then be refilled with fresh oil. Transmission **MUST NOT BE FLUSHED** when oil is changed.

1. Approved Oils for Buick Automatic Transmission

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

Special Buick Oil available through Buick Parts Warehouses under Group 4.101.

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.

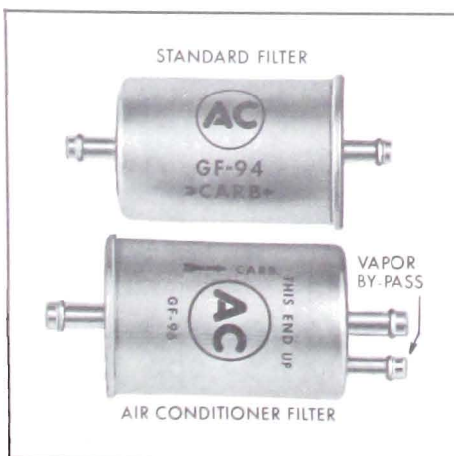


Figure 1-14—Fuel Filters

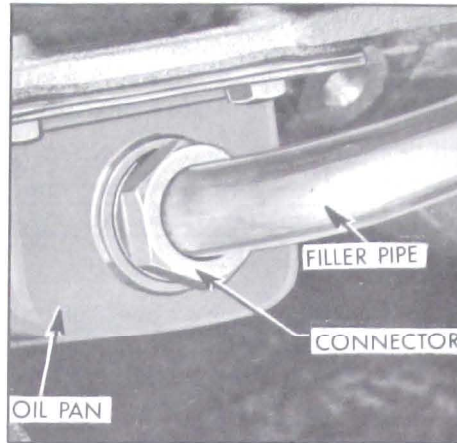


Figure 1-15—Automatic Transmission Drain Points

2. Draining and Refilling Automatic Transmission

a. Warm up transmission.

b. Remove filler pipe fitting from oil pan and allow oil pan to drain completely. Do not remove accumulator caps. See Figure 1-15. Converter need not be drained.

c. Remove oil pan and oil screen, clean thoroughly, and reinstall using a new oil pan gasket. Install and tighten filler pipe.

d. Put 3 quarts of specified oil (subpar. 1) 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.

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

1-7 MAINTENANCE—SEASONAL (Cooling System and Air Conditioner Services)

a. Coolant

Winter - A permanent glycol-type corrosion and anti-freeze cooling system protection solution should

be used during the Winter months. The proper type corrosion protector and anti-freeze solution may be recognized by the information printed on the container which states "Meets General Motors Standard GM-1899-M". Your Buick dealer is qualified to advise you in the selection of the proper anti-freeze.

Summer - Clear water and Heavy Duty Cooling System Protector and Water Pump Lubricant or equivalent should be installed each Spring. Heavy Duty Cooling System Protector and Water Pump Lubricant is available through your Buick dealer under Part #980504. If any other cooling system protector is used, be certain it is labeled to indicate that it meets General Motors Specification GM 1894-M.

b. Air Conditioner-Equipped Models

It is recommended that the air conditioner be checked by your Buick dealer each Spring in preparation for Summer operation.

It is good practice to occasionally remove insects and dirt from the air conditioner condenser.

1-8 MAINTENANCE—AS REQUIRED

a. Body Lubrication

1. 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.

2. 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.

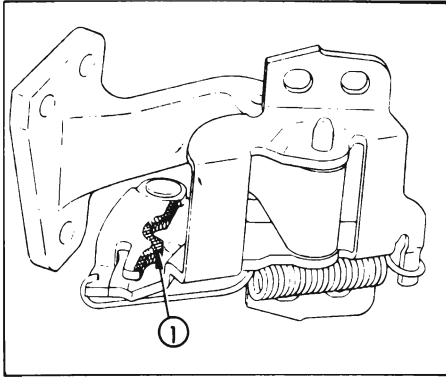


Figure 1-16—Front Door Hinge Hold-Open Assembly

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

4. 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.

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. 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.

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

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

9. 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.

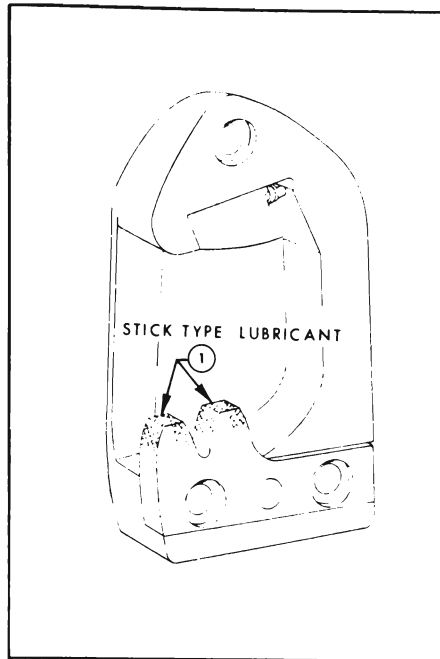


Figure 1-17—Door Lock Striker

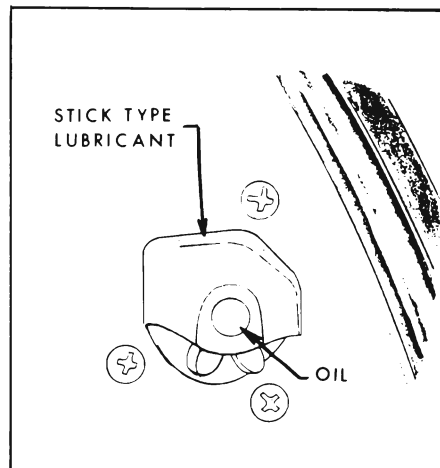


Figure 1-18—Door Lock Rotary Bolt and Housing

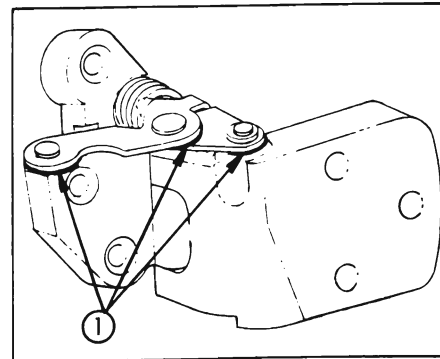


Figure 1-19—Rear Door Hinge and Hold-Open Assembly

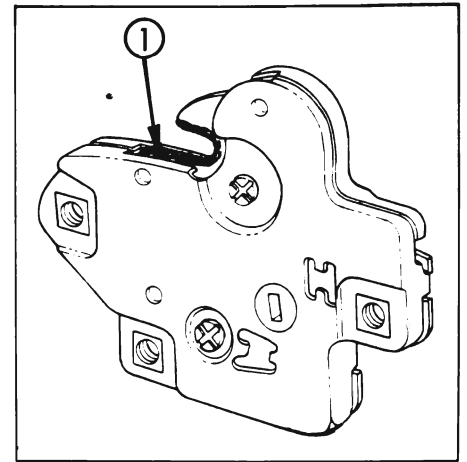


Figure 1-20—Rear Compartment Lid and Tail Gate Locks

10. 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.

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

12. 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.

13. Sunshade Rod. Remove sunshade assembly from support and apply a thin film of stick-type lubricant to end of sunshade rod (Figure 1-21). Wipe off all excess lubricant.

14. 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.

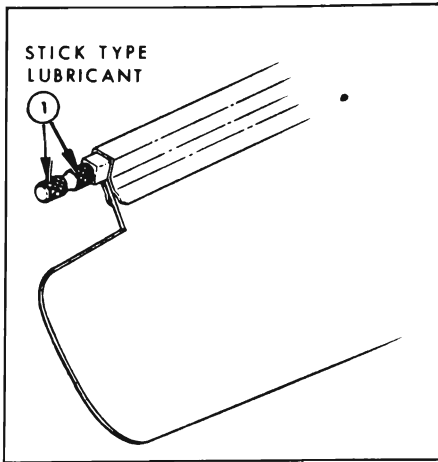


Figure 1-21—Sunshade Rod

15. Folding Top Linkage. Apply a sparing amount of light oil to all bearing points (Figure 1-22). Wipe off excess lubricant to prevent soiling trim.

16. Windshield Wiper Cams. Apply a small amount of silicone lube to both sides of cams. Wipe off excess.

b. Chassis Lubrication

1. Hood Latches and Hinges. Lightly coat hood guide, latches, lever, and dovetail bolts with Lubriplate or equivalent. Apply engine oil to hood hinge pins.

1-9 REAR AXLE LUBRICANT RECOMMENDATIONS

a. Standard Differential Axle

Buick standard rear axles are

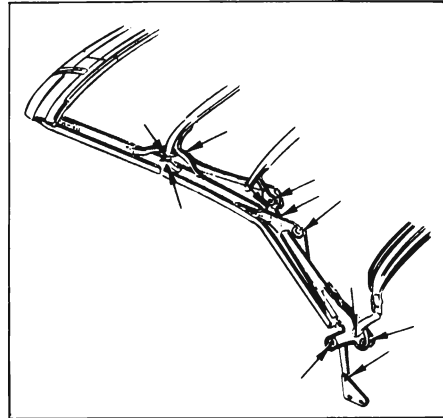


Figure 1-22—Folding Top Linkage

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 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 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 1-9.