

Lubrication & Periodic Maintenance - Model A Ford

EACH 500 MILES

- inspect radiator hoses
- adjust fan belt
- inspect fan for cracks
- change crankcase oil (if not using filter)
- check fan bearing for looseness (side play)
- test windshield wiper
- check wiper blade rubber

EACH 1,000 MILES

Left Right

- front spindles (upper & lower)
- steering tie-rod
- front brake camshafts
- front spring shackles
- front shock links
- rear spring shackles
- rear shock links
- rear brake camshafts ¹
- rear wheel bearings ¹
- do all 500-mile items
- test emergency flashers ²
- test wheel bearings for looseness, spin ³
- tighten accessory mountings (windwings)
- tighten spring u-bolts, front & rear ⁴
- tighten all wheel lug nuts
- test lights (head, tail, stop, dash, etc.)
- inspect all engine compartment cotter pins
- inspect all brake system cotter pins
- inspect all steering system cotter pins
- service brake cross shaft
- parking brake cross shaft
- engine control link joints
- wipe out headlight switch
- door dovetails (light coat of vaseline)
- door striker plates (same)
- door latch mechanism & lock (white graphite)

- go over entire fuel system for leaks
- go over entire exhaust system for leaks
- clean distributor cap, lid, rotor, and check each for cracks
- check steering wheel free play (1" max.)
- battery high discharge voltage test ⁵
- check battery with electrical tester
- clutch pedal bearing
- brake pedal bearing
- drag link (both ends)
- U-joint
- check lubricant level in differential
- check lubricant level in transmission
- check lubricant level in steering gear
- fan bearing
- water pump bearing
- check for tight electrical connections ⁶
- distributor shaft (fill oiler)
- distributor cam (very light coating)
- check points gap. (.018" to .0223"
- check points for pits, misalignment
- remove crank from front of engine
- generator bearings
- clean & re-oil air cleaner
- clean battery cable clamps & vaseline
- tighten battery ground connection
- oil horn bearings
- clean horn commutator
- clean generator commutator, check brushes
- drain fuel sediment bowl
- clean carburetor filter screen
- oil main throttle shaft (rear of engine)
- door hinge pins (1 drop light oil)
- hook hooks (same)
- check clutch pedal for 1/4" free play
- check tail lamp lens mounting screws
- test ground wire on all power tools ⁷

EACH 2,000 MILES

- do all 500 and 1,000-mile items
- check shock fluid
- inspect starter commutator & brushes
- grease steering gear sector shaft
- examine tires for wear, cracks, damage
- clutch release bearing (under floor board)
- check engine timing ⁸
- remove crank from front of engine
- adjust service brakes
- inspect main leaf springs for cracks
- repack upper ends of shock links
- test parking brakes for hold on hill
- drain & flush radiator with clear water ⁹

EACH 5,000 MILES

- do all 500 and 1,000-mile items
- check headlight focus and aim
- drain, flush, refill transmission
- same for differential
- tighten engine, chassis, body bolts & nuts
- front wheel bearings: clean, inspect, pack
- inspect front brake drums, linings, springs ¹⁰
- spark plugs: clean & regap (.035")
- give cooling system a chemical flush ⁹

EACH 10,000 MILES

- do all previous items
- clean, inspect, pack rear wheel bearings
- inspect & clean rear drums, linings, springs ¹⁰
- lubricate speedometer cable
- polish headlight reflectors

1. Rear wheel bearings and rear brake operating shafts must not be over-lubricated. These areas, already subject to oil seepage past the axle housing seals, have a tendency to drip lubricant onto brake drums.
2. This concerns the battery-operated portable red flashers some owners carry for road emergencies.
3. Be sure there is no excessive looseness in the fronts, and no gritty sound or drag in any.
4. The large U-bolt's holding the leaf springs to the frame cross members should be kept very tight at all times. This is a precaution against cracks in the cross members and broken springs.
5. Check each cell with a high discharge tester; this shows whether the battery will hold its voltage under actual operating loads.
6. To test for tightness, try to wiggle the connection with your fingers. If it gives, tighten it. Check also that the wires are not loose in their crimped-on terminals. Look for frayed or cracked insulation, and for spots where wires rest against metal to cause worn insulation. Open up the junction box and check for these items.
7. This obviously has nothing to do with the Model A, but is a good check for the restorer. Use ohmmeter to see that there is NO resistance between the exterior metal case of the tool and the ground prong of the three-prong plug (with plug

pulled out of wall outlet). Even after making this test, the safe practice is never to touch the tool while standing on a damp surface or while touching or standing on any metallic or wet object as ground circuits within your shop or garage are not always reliable.

8. A very accurate way to see exactly when distributor points open is to hook up a six volt DC voltmeter across the points. With ignition on, the meter needle will jump from zero to about six volts at the instant the points open. When not performing this test, keep ignition switch off, or slip a piece of paper between the points, to keep battery from discharging through the coil primary winding.
9. Drain radiator immediately after running engine for about ten minutes, 50 that sediment and loose scale will be stirred up into the water. Do not pour cold water into a warm engine. If hot water is not available, allow engine to cool completely before refilling.
10. Clean every trace of grease from brake drums and brake shoe lining with rags dampened in lacquer thinner. Dry off with clean dry rags. Also remove any excess grease from bearings, bushings, and backing plates, so that none will later drop down onto drums or shoes- With everything sanitary, inspect for scored drums, worn linings, broken springs.