

# M-533

## 600 W AXLE & TRANSMISSION LUBRICANT

The lubricant used in the early days of motoring up into the thirties was a very heavy clinging type of lubricant known as 600 W Oil. In viscosity it was very much like today's S. A. E. 250 Gear Oil.

This was before the full floating rear axle came into general use and allowance had to be made in the seals to allow the axle to move up and down as far as a quarter inch. To prevent the oil from leaking at the wheels, the lubricant was made to cling to the gears.

In today's cars the seals can be made to fit very close due to better engineering and materials. Therefore lighter weight lubricants are used.

In 1932 the Ford Bulletin recommended that in extreme cold weather, the lubricant in the transmission could be thinned up to 10% with kerosene.

The main causes of oil leaking at the rear wheels are worn seals or bearings. Over filling the differential case or using a lighter weight lubricant than recommended.

The following chart was taken from a Model A Ford Service Bulletin.

<b>Transmission .....</b>	<b>1 Pint</b>
<b>Rear Axle (Car).....</b>	<b>1½ Pints</b>
<b>Truck Worm Axle .....</b>	<b>2 Quarts</b>
<b>Truck Bevel Gear Axle..</b>	<b>¼ Quarts</b>
<b>Dual High.....</b>	<b>1 Quart</b>

**One Quart (0.95 Liters)**