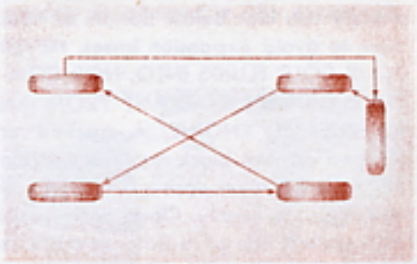
tires

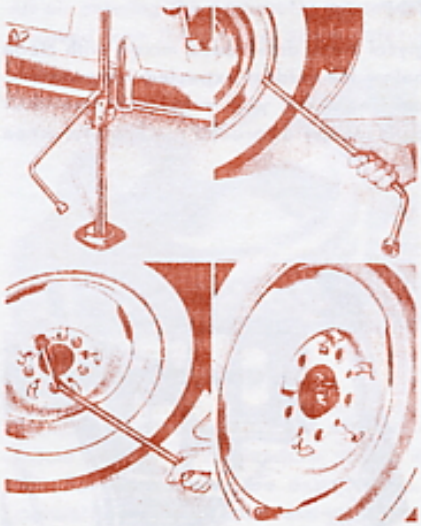
Pressure of all tires including the spare should be checked once a week under normal conditions. Make certain an accurate gauge is used. Check pressure only when tires are cold as heat generated while driving increases the pressure. Do not deflate to correct for increased pressure due to heat, as pressure will return to normal when tire cools. Maintain 24 pounds pressure (cold) in front and rear tires.

tire rotation



A very important aid to getting the most out of your tires is periodic tire rotation. There is a difference in tread wear at the various wheels. Rear tires wear faster than fronts, and front tire wear is more irregular. These tendencies are offset by rotating tires according to the diagram at 5,000 mile intervals. It is desirable to rotate tires the first time at 2,500 miles. Over-all tire mileage is increased by including the spare tire in the rotation plan.

changing tires



Tire and wheel changing is easy with the bumper jack and wheel bolt wrench furnished with the car.

1. Set hand brake and block wheels.
2. Place jack under bumper near the bumper bracket. Remove spare tire from luggage compartment.
3. Pry off metal hub and loosen bolts slightly. (1 turn)
4. Place jack lever in "UP" position; raise car until tire is off the ground. Remove bolts and wheel.
5. Place spare tire on wheel hub, using locating dowel properly, and replace wheel bolts snugly.
6. Place jack lever in "DOWN" position, lower the car, tighten wheel bolts, install hub cap and place flat tire, jack and wrench in luggage compartment.

cleaning your car

Driving a clean shining car affords a deep feeling of satisfaction. It is easy to keep your Kaiser-Darrin in this condition and receive admiring glances wherever you take the car. Only a few minutes are required to wash off the dirt and road scum. Use cold or lukewarm water and a mild detergent if desired. Use plenty of water to thoroughly soak the outside of the car and loosen the dirt. Use a soft sponge when washing the body and a separate sponge or soft brush for the wheels. Rinse well with water, then dry the car with a soft lint-free cotton cloth or a moistened chamois. Never wash a car in bright sunlight or when the body is hot from sitting in the sun.

When the finish becomes dull and washing no longer gives the desired gloss, your dealer can supply you with high quality polish and wax. Spent pigment on the outer surface of the paint film is a normal condition and can be removed by polishing.

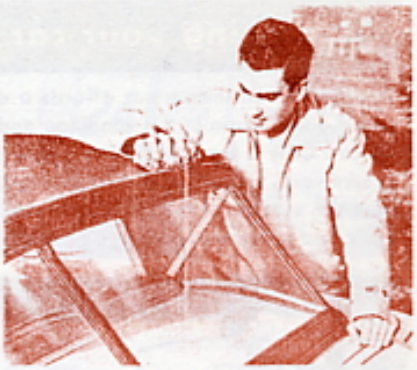
white sidewall tires

White sidewall tires often become scuffed or dirty and require cleaning to restore their whiteness. In most cases, regular washing will clean the tires satisfactorily. If not, use a factory approved white sidewall tire cleaner to remove scuff marks, grease and other discolorations. Do not use steel wool or a wire brush for scrubbing, as the resultant scratches in the surface may cause serious cracking.

cleaning upholstery

Neat clean upholstery means not only a better looking car, but adds to the life of the material. To clean leather and vinyl plastic upholstery, use only mild soap and lukewarm water. Work up a frothy suds on a clean soft cloth pad and rub surface to be cleaned. Wipe with a clean damp cloth, then rub briskly with a clean dry cloth to restore luster. Cloth upholstery and carpeting should be cleaned with a vacuum cleaner or by thorough brushing. Use of a quality "foam" type cleaner is also permissible. Your dealer stocks an approved volatile cleaner that will effectively remove spots when used according to directions.

cleaning top



The folding top and side curtains are made of pincrush vinyl. They can be cleaned of normal soilage by sponging with a solution of mild detergent in clear lukewarm water. After the soil is removed, use plenty of clear water to remove all the detergent. Never clean the top in direct sunlight and always allow it to dry before folding it into the compartment.

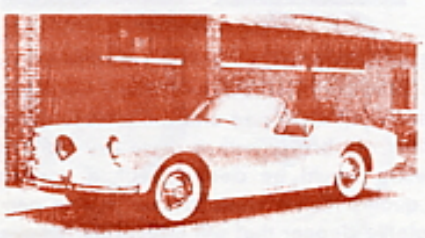
Plastic windows should be cleaned by wiping with a soft cloth dampened in cold or lukewarm water. If necessary, a solution of a mild detergent in clear lukewarm water may be used. Do not use a commercial type window cleaner, and never use a dry cloth since it might cause scratches in the surface of the windows.

care of chrome

The chromium plated bumpers and hardware on your Kaiser-Darrin can be kept bright and shining with very little effort. When the car is driven in areas where salt or calcium chloride is used for snow removal, frequent washing is strongly recommended. If discoloration and small rust spots appear, clean with a damp cloth and a mild scouring powder. When dry, a coat of light oil or automotive wax will protect the plating. Your dealer can supply you with factory approved chrome polish and for added protection, chrome coating.

care of the finish

If the finish of your Kaiser-Darrin should become dulled from the effects of weathering, its luster can be restored by the use of a quality cleaner or polish. Weathering causes the surface pigments in the paint film to lose their gloss, and they must be removed with a mild abrasive cleaner or polish. Polishing clears away this microscopic film of dead pigment, and allows the original luster to appear. The finish can be further protected with a coat of wax if desired. Your dealer can perform this service for you, or he can supply a factory approved product for your own use. The cleaning and polishing preparations which bear the company name are of the highest quality. They are thoroughly tested in the engineering laboratories, so you can be certain of their merit. Complete instructions for proper use are furnished with each item.



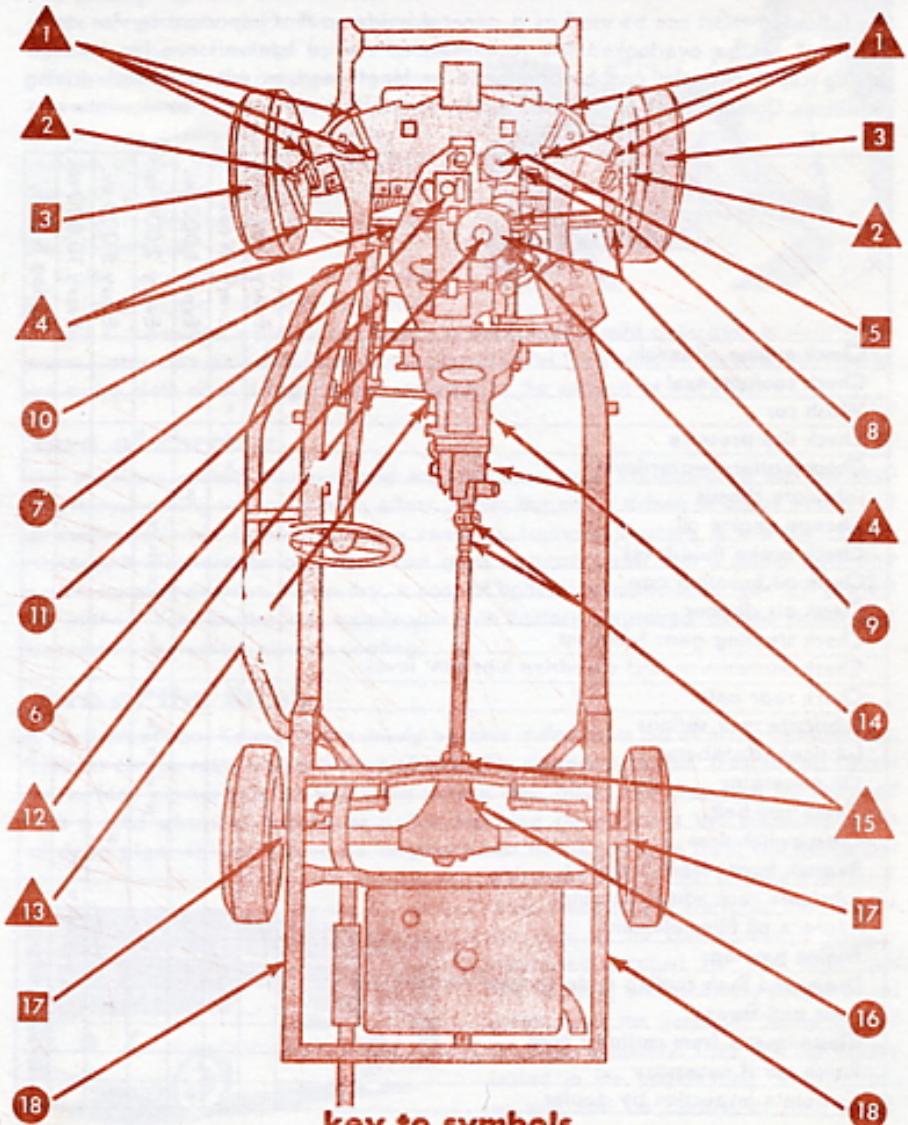
maintenance schedule

The following chart can be used as a general guide so that important service operations will not be overlooked. The recommended service intervals are for average driving conditions and can be shortened or lengthened to suit individual driving conditions. Consult your Kaiser-Darrin dealer to establish your proper service intervals.

MAINTENANCE ITEMS	Every Gas Stop	Every Week	Every 1,000 mi.	Every 2,000 mi.	Every 5,000 mi.	Every 10,000 mi.	Spring & Fall
Check engine oil level	x						
Check coolant level	x						
Wash car		x					
Check tire pressure		x					
Check battery water level		x					
Lubricate chassis			x				
Change engine oil				x			
Check brake fluid level				x			
‡Clean oil breather cap				x			
‡Clean air cleaner				x			
Check steering gear lubricant				x			
Check transmission and overdrive lubricant level				x			
Check rear axle				x			
Lubricate rear springs				x			
Lubricate distributor				x			
Oil generator				x			
Check fan belt				x			
Cross-switch tires					x		
Repack front wheel bearings						x	
Lubricate rear wheel bearings						x	
Replace oil filter element						x	
Engine tune-up							x
Drain and flush cooling system—add rust inhibitor or anti-freeze							x
Clean insects from radiator core							x
Polish car if necessary							x
Complete inspection by dealer							x

‡More often in dusty areas.

lubrication chart



key to symbols

▲ 1,000 Miles ● 2,000 Miles ■ 10,000 Miles

lubrication data

SUSPENSION BUSHINGS
3 fittings on upper arm, 3 fittings on lower arm. Apply Chassis Lubricant with pressure gun.

STEERING KNUCKLE
2 fittings. Apply Chassis Lubricant with pressure gun.

FRONT WHEEL BEARINGS
Remove, clean, repack with Wheel Bearing Grease. 2½ oz. per wheel. Do not fill hub.

TIE ROD JOINTS
4 fittings. Apply Chassis Lubricant with pressure gun.

OIL FILTER
Replace element. Add 1 qt. Engine Oil to crankcase capacity when element is replaced.

AIR CLEANER
Remove, clean, and wet with Engine Oil.

CRANKCASE FILLER TUBE AND BREATHER CAP
Drain crankcase and refill with 5 qts. Engine Oil (6 qts. if filter element is changed). Wash breather cap and wet with Engine Oil.

GENERATOR
2 oil cups. Fill each oil cup once with Engine Oil.

DISTRIBUTOR
4 points: 4-5 drops Engine Oil on cam shaft wick, 3-5 drops in shaft bushing oil cups, 1 drop on breaker level pivot. Wipe cam lightly with Wheel Bearing Grease.

STEERING GEAR
Check, refill with Steering Gear Lubricant up to filler hole. Capacity: 5½ ounces.

BRAKE MASTER CYLINDER
Check, refill with Hydraulic Brake Fluid to ¼" below filler hole.

BRAKE PEDAL
1 fitting. Apply Chassis Lubricant with pressure gun.

CLUTCH PEDAL CROSS SHAFT
1 fitting. Apply Chassis Lubricant with pressure gun.

TRANSMISSION AND OVERDRIVE
Check both units, refill with Transmission Gear Lubricant up to filler hole. Capacity: Transmission—1½ pounds, Overdrive—¾ pound.

PROP SHAFT
3 fittings. Apply Chassis Lubricant with pressure gun.

REAR AXLE
Check, refill with Hypoid Gear Lubricant up to filler hole. Capacity: 2½ pounds.

REAR WHEEL BEARINGS
Remove plug, install fitting, apply ½ oz. Wheel Bearing Grease to each wheel with low pressure gun. (Keep vent in housing open.)

REAR SPRINGS
Spray or paint springs with Engine Oil.

lubrication recommendations

ENGINE OIL

Engine—Above 32°F. use S.A.E. 20 or 20W

+32°F. to +10°F. use S.A.E. 20W

+10°F. to −10°F. use S.A.E. 10W

Below −10°F. use S.A.E. 5W

Select oil for lowest expected temperature.

Air Cleaner—Above +32°F. use S.A.E. 40 or 50

Below +32°F. use S.A.E. 20

Generator—S.A.E. 20

Distributor—S.A.E. 20

CHASSIS LUBRICANT

Use NLGI No. 1; Below +32° use No. 0

WHEEL BEARING GREASE

Use NLGI No. 2

TRANSMISSION GEAR LUBRICANT

Use S.A.E. 80, except when high temperatures prevail, then use S.A.E. 90

HYPOID GEAR LUBRICANT

Use S.A.E. 90 except when extremely low temperatures prevail, then use S.A.E. 80

STEERING GEAR LUBRICANT

If Multi-Purpose, use S.A.E. 90

maintenance and tune-up guide

Not every owner will want to attempt maintenance and tune-up operations, but we believe that some owners with mechanical experience may want to do their own light tune-up. It is necessary, of course, to have modern test equipment to do an extensive and complete engine tune-up. The procedures suggested here can be performed with a minimum of equipment, and it is not intended that these operations take the place of a complete major tune-up performed by a factory authorized service station.

spark plugs

Check the plugs for excessive carbon deposits, fouling, cracked porcelain, burned electrodes, etc. If any of these difficulties are discovered, possible mechanical trouble in the cylinder or cylinders is indicated. Clean the plugs thoroughly with a sand blaster type plug cleaner. Be sure that there is no deposit remaining in the narrow space between the porcelain and the shell. Check the plug gaps with a wire-type gauge, and adjust them to .030 inch by bending the outer electrode only.

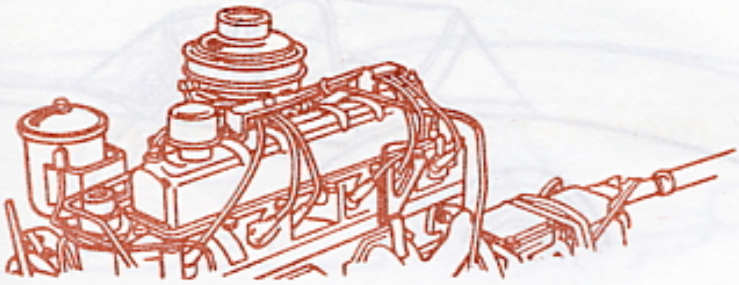
Check the plug performance as compared with a new plug if a comparative-type tester is available. The spark should be compact and uniform like that of a new plug because an erratic, diffused spark will not produce satisfactory engine operation.

Replace the plugs in the engine, installing new gaskets. Do not use a torque wrench unless a special, low-capacity, spark plug torque wrench is available. If it is, torque the plugs to 30 ft.-lb. If not, screw them in finger tight and then tighten them ½ to ¾ turn further with a socket wrench. Under- or over-tightening must be avoided as it will produce the same effects as a too hot or too cold plug.

battery and connections

A fully charged battery should read 1.285 on a hydrometer. If your battery is not close to full charge, or if one cell reads lower than the others, it is advisable to have it checked. A weak or faulty battery can cause poor engine performance and an erratic electrical system. Check the level of the solution in each cell, and if necessary, add distilled water to maintain the fluid level at ⅜ inch above the plates.

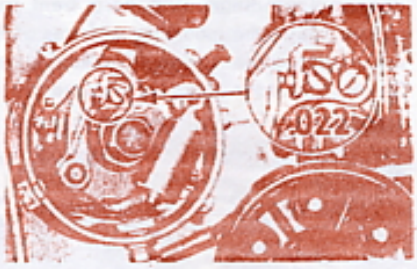
Check the battery cable connections at the battery terminals to be sure they are tight and clean. Copper sulphate, which builds up on the terminals, may be quickly removed by using a strong solution of baking soda and water. After cleaning, coat the terminals with grease to reduce the formation of sulphate. Check the ground cable connection at the clutch housing, and also the cable connection to the starter solenoid. These connections should be clean and tight for proper electrical system operation.



distributor

Clean the distributor cap and inspect it and the rotor for chips, cracks, or carbonized paths which allow high tension leakage. If the distributor points are burned, pitted or misaligned, they should be replaced. If they show a grayish color and only slight pitting, they are still serviceable. Points that do not meet squarely and contact near the center should be aligned by carefully bending the stationary contact arm. If points are blackened or slightly burned and pitted, they can be cleaned with a contact point file or a stone.

Points should be spaced to .022" with breaker arm rubbing block on a high point of the cam. The tension on the breaker arm should be 17-21 ounces measured by a spring scale. Adjust spring tension by carefully bending the spring on the movable arm. Low spring tension will cause engine flutter or missing at high speeds. High spring tension will shorten life of the breaker arm rubbing block, and cause a constant decrease in point gap setting.



ignition timing

Disconnect the vacuum advance tube. Connect the coil wire, install the distributor cap and start the engine, allowing it to run at idle speed. Using a timing light, check the spark timing by observing the scale on the vibration damper disk at the front of the crankshaft. Loosen the distributor mounting screw and turn the distributor until the pointer stands at the 5° B.T.D.C. mark on the advance scale with the engine idling. Tighten the distributor mounting screw and connect the vacuum advance tube again before proceeding.

valve tappet adjustment

Symptoms of a chronically leaking valve, low compression in isolated cylinders, or excessive "tappet" noise may indicate the necessity of adjusting the valve tappet clearances. The intake valve adjustments are accessible from the top of the engine, under the rocker arm cover, but the exhaust valve settings must be made at the valve compartments on the left side of the block, below the exhaust manifold.

Remove the covers from the valve compartments below the exhaust manifold. Check the crankcase vent screen on the rear compartment cover and clean it if necessary.

Set the clearance between tappet screws and exhaust valve stems to .016 inch with the engine hot or cold, idling or stopped. If setting clearance with the engine stopped, the camshaft must be turned as follows before setting each tappet to be sure the tappet is riding on the lowest portion of the cam:

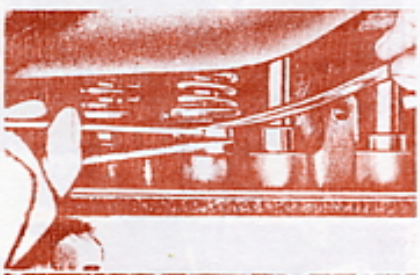
(a) Turn the engine until the valve to be set rises to its maximum height.

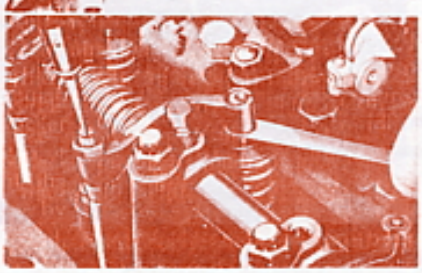
(b) Note the position of the timing scale on the vibration damper and turn the engine one full revolution of the crankshaft (one-half revolution of camshaft) from this position.

(c) Set the tappet clearance and repeat the procedure for each exhaust valve.

Be sure that the intake push rods are firmly seated in the tappets and look for any abnormal condition, such as a bent rod, before replacing the valve compartment covers. Clean the mounting surfaces of the block and covers, and install new gaskets, then replace the covers (Crankcase vent pipe on rear cover).

To set the intake tappets, remove the air cleaner, disconnect the spark plug wires at the plugs, and remove the wire separator from the top of the rocker arm cover. The throttle and choke controls must be removed at the carburetor, and then the rocker arm cover is accessible. After removing the nuts at front and rear of the cover, the cover will probably have to be pried up because the soft metal washers under the nuts become swaged into the threads.





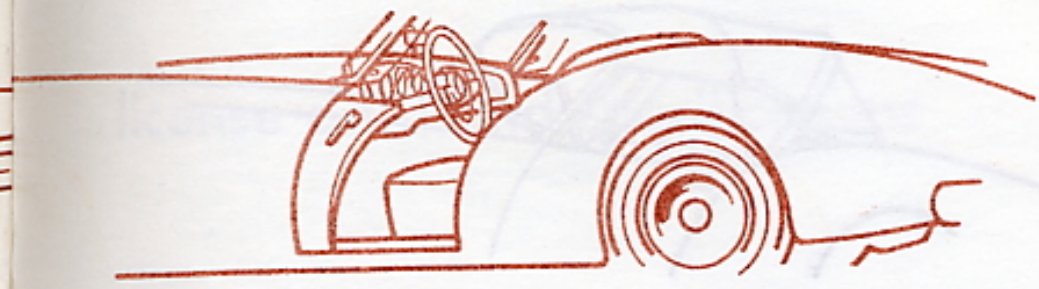
Assemble the throttle linkage to the carburetor and connect the spark plug wires to the plugs again. With the engine idling, observe the push rods and rocker arms in action to detect any jerkiness or eccentricity caused by scoring at the valve stems or rocker arm pads, or by bent push rods. To replace a push rod, back off the tappet screw, slide the rocker arm against its spring on the rocker arm shaft and lift out the rod.

To set the intake tappets, loosen the jam nuts on the tappet screws (in the rocker arms) and adjust the screws, with the engine idling, until the clearance between the intake valve stems and the rocker arms is .018 inch.

Before re-installing the rocker arm cover, clean the gasket mating surfaces on the rocker arm cover and the cylinder head, and install a new gasket. Complete the job by reconnecting spark plugs, choke and throttle linkage, and air cleaner.

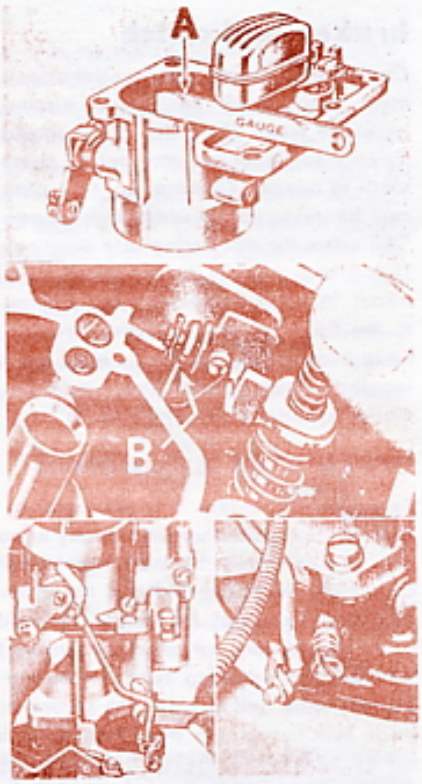
carburetor

Complete carburetor overhaul or servicing should be considered when a major tune-up is required; however, due to the intricate nature of modern carburetors, we recommend that this job be done by an authorized Kaiser-Darrin service station.



For those owners who have had experience in carburetor servicing, the following minor adjustments can be made without special tools.

The carburetor should be removed and disassembled. After cleaning and inspecting, the carburetor float level should be set by bending the lip on the float arm. The float should be 9/32" above the gasket surface of the air horn as shown at "A", with the air horn upside down.



The metering rod adjustment can be checked by backing off the idle speed adjusting screw until throttle valve will fully close. Press accelerator pump down until diaphragm bottoms and throttle valve closes. In this position, metering rod "B" must bottom in jet and float freely on the pin. If necessary, adjust by bending lip of metering rod arm up or down.

After the carburetor is assembled, hold the choke valve in wide open position, then, if necessary, bend the fast idle connector rod until lip of fast idle arm contacts boss on carburetor body.

Temporarily set idle mixture screw by turning in until it bottoms, then backing out one full turn. Set idle speed adjusting screw to hold throttle valve slightly open. Install carburetor on engine using a new gasket between carburetor and intake manifold. Start the engine, and allow it time to warm up. The tachometer should be used to set the idle mixture screw until highest idle speed is obtained. The idle speed adjusting screw should be set for engine idle of 575 RPM.

fan belt adjustment

Keep fan belt adjusted properly for efficient water pump and generator operation. Check tightness by pressing on belt for ½" deflection. Tighten belt by loosening generator bracket bolt and pivoting generator outward to take up slack in belt.

brakes and clutch

Check the brake and clutch pedal adjustment occasionally to guard against excessive wear. The clutch pedal should travel free about one inch before clutch starts to release. Clutch pedal free play can be restored by adjusting linkage "A", unless the disc facings are worn out. The brake pedal should travel free about ½" and not more than halfway to the floor for most effective braking. Keep brakes adjusted for a "high" pedal and check fluid level in the master cylinder regularly. Brake pedal free travel can be adjusted by changing the length of the master cylinder operating rod "B".

brake shoe adjustment

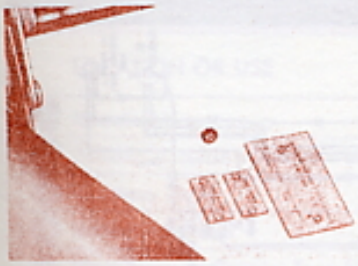
To adjust the brakes it is necessary to raise the wheels so they will rotate freely. They can be jacked up individually or raised on a hoist. Be sure that the brake pedal has approximately ½ inch free travel without moving the master cylinder piston. Centralize the brake shoes in the drums by making a hard brake application and releasing the pedal. Be certain the hand brake is fully released.

The brakes are adjusted by turning the adjusting cam for each brake shoe. You will find two adjusting cam nuts on the backing plates of each wheel, one for the primary shoe and one for the secondary shoe. To adjust the shoes, first release the large lock nut on one shoe adjustment by backing it off. Next rotate the small cam nut by turning the wrench away from the center of the wheel and downward, until the wheel cannot be turned by hand. Now move the cam nut back until the wheel just rotates without drag. Tighten the lock nut securely and repeat this procedure on the other shoe adjustment, always remembering to turn the cam nut away from the wheel spindle or axle, with the wrench handle moving downward.

After the adjustment has been completed on a wheel, you may hear a slight rubbing or drag, but it should not be enough to slow the rotation of the wheel. This is caused by brake shoes that are not centered, and can be corrected by operating the brake several times. After the above operations have been performed on all four wheels, check the fluid level in the master cylinder and refill to within ¼" from top if necessary. Always be extremely careful to keep dirt from entering the master cylinder when checking the fluid level. Road test the car as a final check.

license data and specifications

car serial number



Most important for identification of your Kaiser-Darrin is the serial number plate which appears under the hood on the firewall near the hood hinge on the right hand side. This number is required to license your car, and should always be given in any correspondence about the car or parts for it. Always give the full number and include the letters which are part of it.

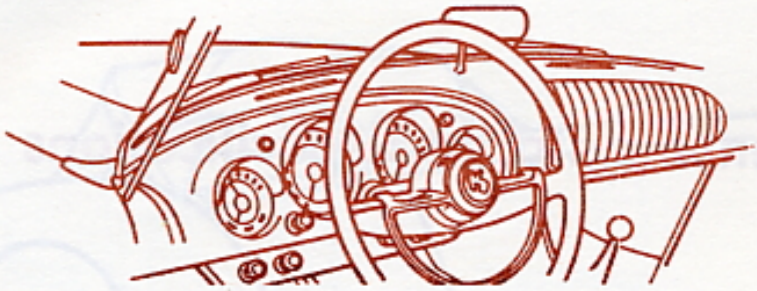
In the same location, you will find two other plates. The large plate provides manufacturing code numbers which are not important to the owner except for paint and trim numbers. The other small plate gives the body number, which also identifies the model and body style.

engine serial number

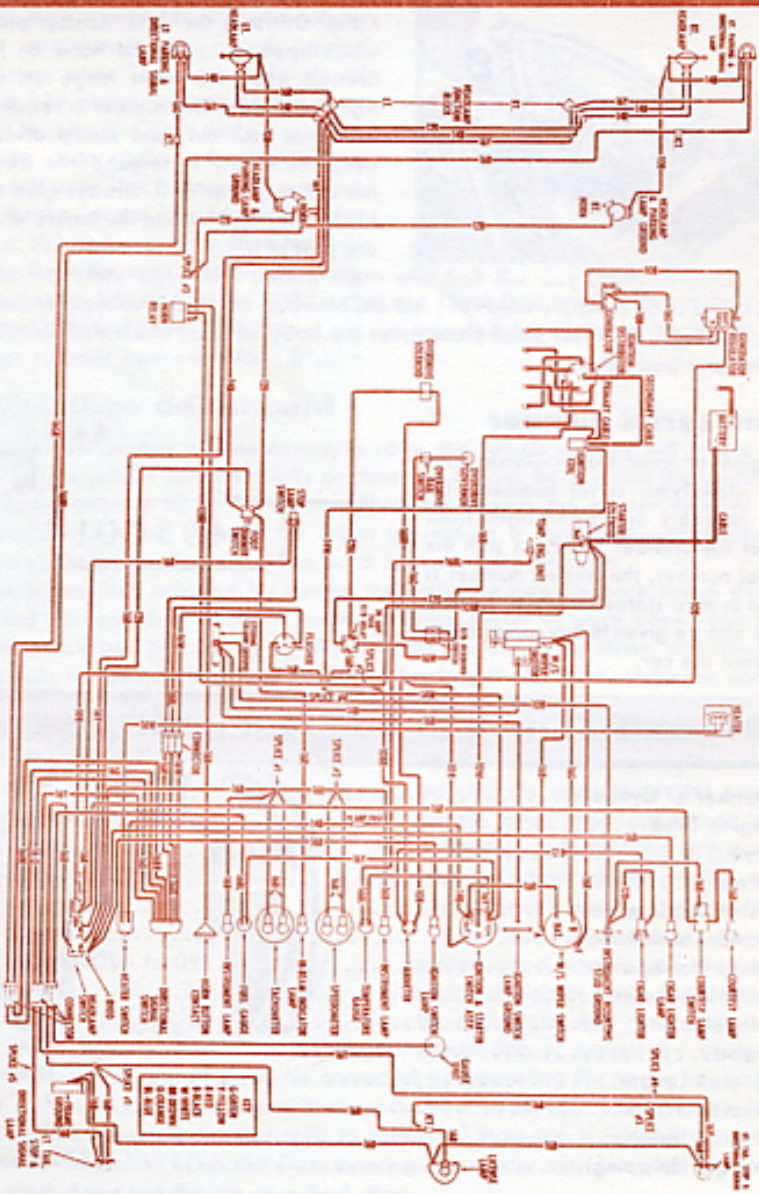
The engine of your Kaiser-Darrin also has an identifying serial number. This number appears on upper right front corner of the cylinder block. As with the car serial number, the engine number is required in most states for licensing, and it should also be given in any correspondence about the car.

engine and body data

Number of Cylinders	6
Engine Type	F-Head
Bore	3⅛"
Stroke	3½"
Piston Displacement	161 cu. in.
Compression Ratio	7.6 to 1
Brake Horsepower	90 at 4200 R.P.M.
SAE Horsepower	23.44
Wheelbase	100"
Tread	54"
Overall Length	184"
Overall Width	67½"
Overall Height	50¾"
Weight (Shipping)	2175 lbs.

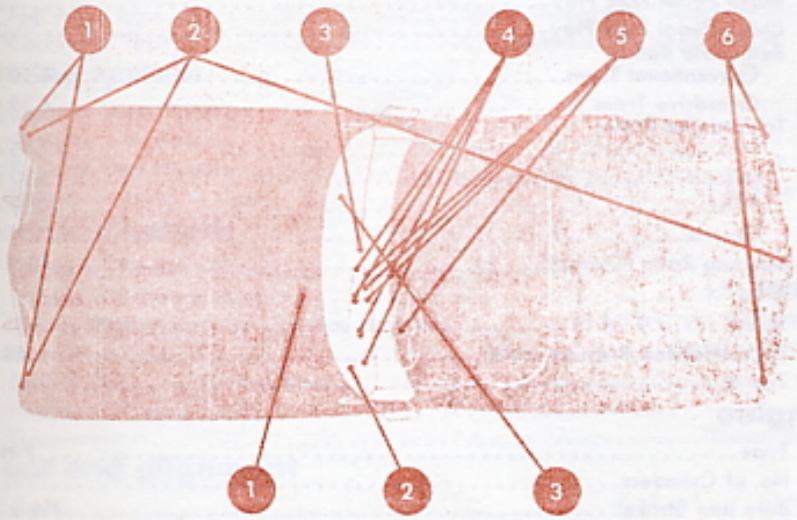


wiring diagram



lamp chart

	LOCATION OR USE	WATTS OR CANDLEPOWER	TRADE NUMBER
1	Headlight	45-35 Watts	4030
2	Parking, License Plate	3 CP	63
3	Courtesy Light	6 CP	81
4	Instrument Panel	2 CP	55
5	High Beam Indicator, Turn Signal Pilot, Ignition Key Light, Cigar Lighter Lamp	1 CP	51
6	Tail, Stop, Direction Signal	21-3 CP	1154



fuse chart

	LOCATION OR USE	AMPERES
1	Overdrive Relay	20
2	Light Switch (Circuit Breaker)	30
3	Heater	10

specifications

general

Wheelbase	100"
Minimum Road Clearance	5¾"
Overall Length	184"
Overall Width	67½"
Overall Height (top up)	51"
Shipping Weight (approximate)	2175 lbs.
Turning Diameter	35 ft.
Brake Drum Diameter	11"
Effective Brake Area	176 sq. in.
Brake Shoe Adjustment	.010"
Brake Pedal Free Play	¼"
Clutch Pedal Free Play	1"
Rear Axle Ratios:	
Conventional Trans.	4.10 to 1
Overdrive Trans.	4.55 to 1
Transmission Ratios	
First	2.605 to 1
Second	1.630 to 1
Third	1.000 to 1
Reverse	3.536 to 1
Steering Ratio (Overall)	15.6 to 1

tires

Size	5.90 x 15 (4 Ply)
Recommended Pressure (cold)	24 lbs.
Tread	54"

engine

Type	F-Head
No. of Cylinders	6
Bore and Stroke	3⅛ x 3½
Piston Displacement	161 cu. in.
Compression Ratio	7.6 to 1
Taxable Horsepower	23.4
Brake Horsepower	90 @ 4200
Maximum Torque	135 @ 2000
Firing Order	1-5-3-6-2-4
Idle Speed	575 R.P.M.
Valve Clearance (Hot or cold)	
Intake	.018"
Exhaust	.016"
Compression Pressure at Cranking Speed	115-145 psi

kaiser-darrin 161

lubrication system

Type	Pressure
Normal Oil Pressure	30 to 40 lbs. @ 30 MPH
Crankcase Capacity (less filter)	5 qts.
Oil Pump Type	Gear
Oil Intake Type	Floating

fuel system

Tank Capacity	13 gal.
Fuel Pump Pressure	5¼ lb. max. @ 500 R.P.M.
Carburetor Float Level	9/32" between float and air horn, air horn inverted.
Fuel Pump Type	Single Diaphragm, Camshaft Driven
Carburetor Type	Downdraft, Single (Carter YF)

cooling system

Capacity without Heater	11 qts.
Capacity with Heater	12 qts.
Radiator Cap Pressure	7 lbs.
Thermostat Starts to Open	148 to 156° F.

electrical system

Distributor Breaker Gap	.022"
Breaker Arm Spring Tension	17 to 21 oz.
Ignition Timing (Mark on vibration damper)	5° B.T.D.C. @ 500 R.P.M.
Spark Plug Gap	.028" to .032"
Battery Capacity (Ampere Hours)	100
Number of Plates	15
Generator	(Delco-Shunt)

front end alignment

Caster	+1° to −1°, 0° Pref.
Camber	+¼° to 1°, ½° Pref.
Toe-In	3/16" to ¼", ¼" Pref.
King Pin Inclination	4° to 4¾°, 4½° Pref.

capacities

Cooling System (with Heater)	12 qts.
Fuel Tank	13 gal.
Rear Axle	2½ pts.
Conventional Trans.	1½ pts.
Overdrive Trans.	¾ pt.
Crankcase (less filter)	5 qts.

warranties

owner's service policy

The Service Policy is your dealer's contract with you. It tells you what you may expect from him and also what he expects from you. Read it carefully and be sure it is properly filled out.

manufacturer's warranty

Your Kaiser-Darrin is covered by the Manufacturer's Warranty against defective materials or workmanship. There are no warranties, expressed or implied, made by the dealer or the manufacturer other than the following:

"This is to certify that we, WILLYS MOTORS, INC., TOLEDO, OHIO, U.S.A. warrant each new motor vehicle manufactured by us, to be free from defects in material and workmanship under normal use and service, our obligation under this Warranty being limited to making good at our factory any part or parts thereof, including all equipment or trade accessories (except tires) supplied by the car manufacturer, which shall, within ninety (90) days after making delivery of such vehicle to the original purchaser or before such vehicle has been driven 4000 miles (6400 Km.), whichever event shall first occur, be returned to us with transportation charges prepaid, and which our examination shall disclose to our satisfaction to have been thus defective; this warranty being expressly in lieu of all other warranties expressed or implied and of all other obligations or liabilities on our part, and we neither assume nor authorize any other person to assume for us any other liability in connection with the sale of our vehicles. This warranty shall not apply to any vehicle which shall have been repaired or altered outside an Authorized Kaiser-Darrin Service Station in any way so as, in the judgment of the Manufacturer, to affect its stability or reliability, nor which has been subject to misuse, negligence or accident."

The Manufacturer makes no warranty against, nor assumes any liability for any defect in metal or other material in any part, device or trade accessory which cannot be discovered by ordinary factory inspection.

WILLYS MOTORS, INC.

tire warranty

Tires are warranted by the tire manufacturer against defects in material and workmanship. If, during the life of the tire, tire failure should occur due to this cause, the tire manufacturers will either repair the tire or make a reasonable allowance on it toward the purchase of a new tire.

battery warranty

Your battery is guaranteed for 90 days by the battery manufacturer against defects in material or workmanship. It is further warranted to give satisfactory service for an

extended period determined by the battery manufacturer (usually 12 to 18 months). In the event that battery failure should occur, contact the nearest distributor for the make of battery in your car. He will either replace it, or make an adjustment toward a replacement. If it is inconvenient to reach the distributor, any dealer who handles this make should be able to help you.

NOTE—The Manufacturer reserves the right at any time or times to revise, modify, discontinue or change any models of its vehicles, or any part or parts thereof, without notice; and, without it or the Seller, incurring any liability or obligation to the Purchaser.

inspection after warranty period

Your dealer will, at any time upon request, road test and make external inspection of your car and advise you concerning its operation and maintenance. There will be no charge for this inspection and test, but repair or maintenance operations authorized by you will be charged for at the regular prices for such work.

approved parts

For your protection, only factory approved and inspected replacement parts should be used in your Kaiser-Darrin car.

These parts are made to factory specifications and all assemblies are warranted against defects in material and workmanship the same as original car parts.

Authorized Kaiser-Darrin Distributors and Dealers have these parts available. Should you find it necessary to have your car repaired by other than an Authorized Kaiser-Darrin Distributor or Dealer, be sure to insist upon the use of factory approved and inspected replacement parts.

regular maintenance

Regular maintenance such as lubrication, washing, and adjustment of all units will reduce the cost of operation. The Factory keeps your dealer informed as to the proper lubricants and correct methods for maintaining the various parts of the car. With this information, he is in a better position than anyone else to serve you.

The first few thousand miles of operation are the most critical in the life of a motor car and your investment should be protected by observing the instructions for its operation and care during that period.

After the period covered by this agreement and throughout the entire life of the car, it should be tested and inspected regularly and adjusted or repaired as necessary.

For your protection, we urge you to entrust the servicing of your car to Authorized Kaiser-Darrin Distributors' and Dealers' Service Stations. It will receive the careful attention of an organization devoted to your interests, with mechanics specially trained in the maintenance of Kaiser-Darrin cars, and where only approved service materials are used.

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