

From the Metro-East Journal (cont. from p. 5)

would work up a good lather on a Frazer!

"If you can," wrote Langworth, "bring a spare carburetor and fuel pump. I will supply generator, distributor, voltage regulator. These components should be enough to get you out of any difficulties."

More letters were exchanged, bus schedules were verified.

"You're actually going to do it," said the missus, with a beastly look. "Well, yes," I said.

To make a long story short, the author finally caught a bus to Camden, N.J., and was whisked from there to the parking lot behind the seaman's apartment for his first memorable view of the costly motor.

"Well, there's the moose," said Langworth. I looked for antlers, but he meant my new car.

There it was!

It was gorgeous. A little paint, some new chrome, and presto! It would look like a car again.

Maybe it isn't generally known, but us Kaiser-Frazer owners would rather fix than switch. The more hopeless the wreck, the greater our joy. Rust is a part of the charm. Sometimes the rewards of our obsession are boundless.

"How many little darlings do you have at home?" Mrs. Langworth quipped. Well, she didn't mean kiddies, so you can take it from there. A lot of times, the gals are sensitive about these things. It is part of their charm. The author's own reply was garbled.

That evening, Dick entertained two of us by showing his slides taken at various meets of the Kaiser-Frazer Owners' Club. Mrs. Langworth had to miss the show due to an unexpected engagement.

Next morning, cars were swarming across the Walt Whitman Bridge into Philadelphia. One of them was the Vagabond, only it wasn't exactly swarming. It was sort of creeping - reluctantly. By bearing down on the gas pedal, I was able to keep it rolling along over the minimum.

Something was wrong with the overdrive, and it certainly had a peculiar clutch. But it was moving, and that was the main thing. Two or three times, the lights went out. But I fixed them either by juggling the dashboard switch or repeating the name of the Aztec god, Quetzalcoatl. Anyway, I did both.

By sunup, we were out of the maze and cruising along the Pennsylvania Turnpike, past rocky farms with barns so old they seemed to grow right out of the ground. I started feeling pretty good, and thinking about all the deathless literature that I could write about this little trip. Almost before I knew it, we had gone through Blue Mountain, Kittatinny Mountain, and the other narrow mile-long tunnels. There was nothing to it.

Every ridiculous thought that I had, I kept writing down on road maps, paper sacks, whatever was handy. Metro-East Journal, nuts. I'd sell this to the Saturday Evening Post!

We stopped for gasoline and the attendant couldn't get over my beautiful new car. He kept shaking his head, obviously spellbound. So wouldn't you know that after traveling all of several yards, the Vagabond gasped to a halt partly on an access road.

"Maybe it's the condenser," he said helpfully. "Fellow here the other day broke down, and it was a bum condenser." It isn't broken down. It's probably just a vapor lock," I said. But I switched condensers anyway an hour later, because the motor hadn't started yet, and I always had been good at changing condensers, tires, and spark plugs. Still no start.

"Quetzalcoatl," I said softly. Nothing doing.

Well, gals, we finally made it! To think that we have our very own page in the Quarterly, to fill in with any kind of trivia that interests us! You must remember, however, that this page will continue to appear only if you contribute to its contents. Your Co-Editors are sharing the task of preparing this page. As Marilyn will be setting up the final draft before printing, your letters should be addressed to Mary. These will be sorted out as to subject matter, etc. The items we need are: birth and wedding announcements, household hints, comments of all kinds, and suggestions for women's activities at the meets. From my own husbands reaction, I can tell you that we will be razzed plenty, so we just have to succeed!

To start things off, I thought you might like one of my favorite cake recipes. The cold tea it contains gives it the extra deep chocolate flavor and the devil's food color. The tea also helps to keep the cake moist, right down to the last crumb.

CHOCOLATE TEA CAKE

$\frac{1}{2}$ cup butter or margarine	1 teaspoon soda
$\frac{1}{2}$ cups sugar	$\frac{1}{4}$ teaspoon salt
2 eggs	$3\frac{1}{2}$ tablespoons cocoa
2 cups sifted cake flour	1 cup cold tea (double strength)
or	
$2\frac{1}{4}$ cups regular flour, sifted	

Cream butter and sugar until light. Add eggs, one at a time and beat well. Add sifted dry ingredients and vanilla in thirds with the cold tea, beating well after each addition. Spread in a greased and floured pan about 8 by 8 inches. Bake in a 375 degree oven about 30 minutes. (Or, spread in a jellyroll pan, cut in thirds. Fill and frost with your favorite frosting.) Use one and one-half recipes and bake in a 9 by 13 inch pan. The 9 by 13 is great for parties.

Now I'll pass the ball to Marilyn, who will probably say something about the National.

I hope that all of you ladies are planning to attend the annual K-F convention with your husbands. There will be lots of Kaisers and Frazers and Antique cars to see and Hamilton has a nice shopping district. Mary is trying to round up some goodies to put in your bag to take home with you like there was last year. Bring plenty of suntan lotion and some kind of hat to wear as it is usually pretty hot. The banquet and business meeting will be on Saturday night this year. This will give members more time for church and visiting on Sunday.

Since we don't have an official title for this page yet, any suggestions would be appreciated.

THE SATURDAY EVENING POST

September 1, 1945



—and this great new car
will bear the name—

FRAZER!



America Looks to Her Farms
Graham-Paige is devoting vast technical and productive skills to the development and the manufacture of Rototillers,* new tractors bearing the name Frazer, and other improved implements for the nation's farms. For more facts, write: Graham-Paige Motors Corporation Farm Equipment Division Detroit 32, Michigan

*Trade Mark Reg. U. S. Pat. Off.

Some fine day you'll have your first look at the sensational new Frazer automobile. Before you step inside you will stop and marvel at its beauty. Then you'll slide behind the wheel, and glide off into a new motoring experience! You'll feel a grand sense of roominess and comfort—of silent smoothness, limitless power and surging speed! You won't believe it's true until a dozen thrilling miles have passed. Then you'll settle back in sheer contentment. "This is it!" you'll almost shout. "This is the car that I've been waiting for!"

Yes, the automobile Joseph W. Frazer and his associates are grooming for production at Graham-Paige is the exciting new kind of car that all America wants! It's engineered from smart new designs, of startling new materials, for a bright new age! And Joseph W. Frazer's skilled and experienced young organization at Graham-Paige has what it takes to build it! You'll want to see this new car, to drive it, to own it. So, in order not to miss it when it comes, be sure to "keep watching the news from Graham-Paige!"

GRAHAM-PAIGE MOTORS CORPORATION, DETROIT 32, MICHIGAN

Wartime Producers of "Alligator" Amphibious Tanks, Armored Landing Craft and Precision Parts for Super-Bombers

Keep Watching the News from Graham-Paige!

Ads Courtesy Bob Davis, Afton, Wyo.

oct 6, 1945

There's a Great New Car a-Coming...

TO A NATION AT PEACE

The Sensational New

FRAZER



"I am unreservedly proud of the car to which I have given my name. You will find it brilliantly engineered, smartly designed and honestly built."

Joseph W. Frazer
Chairman and President

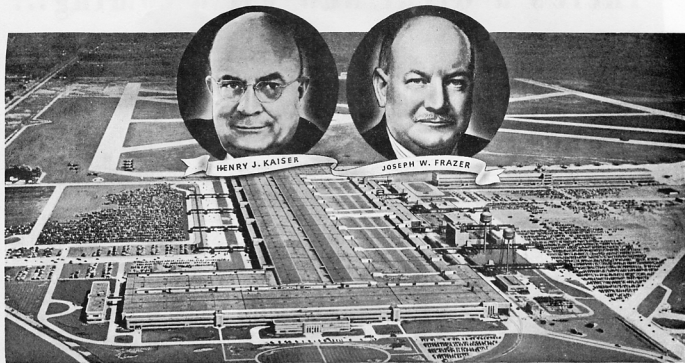
GRAHAM-PAIGE MOTORS CORPORATION, DETROIT 32, MICHIGAN

Keep watching the news from GRAHAM-PAIGE!

7100 3, 1945

THE SATURDAY EVENING POST

Where **KAISER** and **FRAZER** will build
GREAT NEW CARS



WILLOW RUN—World-famous bomber plant
 now being converted for the mass production of
KAISER and FRAZER Automobiles!



An interior view of just one section of the famous Willow Run bomber plant, one of the largest and finest factories in the world, which is now being converted for the mass production of new and advanced automobiles and modern farm equipment.

TWO of America's most widely known industrial leaders have joined forces in a great enterprise which will go far toward meeting the unprecedented automotive needs of the nation. These two men, Henry J. Kaiser and Joseph W. Frazer—the one a recipient of highest honors for his genius in mass production, the other long recognized as an outstanding leader in the automobile industry—will join in producing great new cars under their own names, **KAISER and FRAZER!**

They will manufacture these great new cars at Willow Run, Michigan, in the plant that proved to the world the incredible possibilities of modern American mass production. Only a plant of such proportions could provide facilities of adequate capacity for the plans of these far-sighted leaders.

Large numbers of cars will be made here, under precision methods of mass

production that will utilize all the modern techniques learned in years of war-time experience. Great new cars, created to American tastes—brilliantly engineered, smartly designed, and honestly built!

Joining Mr. Kaiser and Mr. Frazer at Willow Run are men who have distinguished themselves in every branch of the automotive industries. Men with the mechanical "know-how" that made possible America's miracles of war production. Men who have mastered the methods of modern automotive merchandising. Men with the confidence which comes of knowing *what to do and how to do it!*

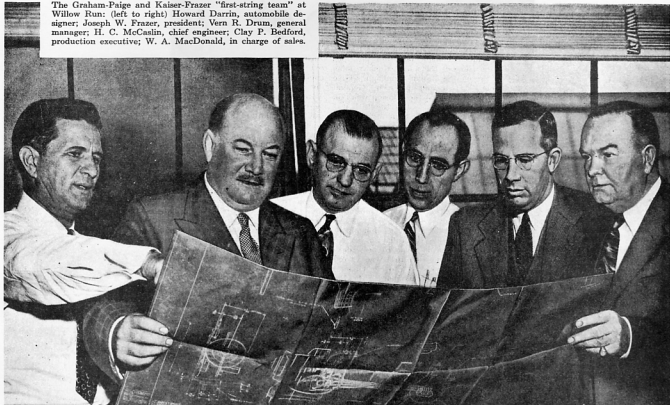
Mr. Kaiser and Mr. Frazer have brought these men together for one purpose—to make the finest automobiles that modern industry can produce—in quantity, with quality—at prices that will bring them to the greatest number of people at the earliest possible time.

Dec 8, 1945

There are Great New Cars a-Coming...

*and the secret of their greatness
lies in the calibre of the men behind them!*

The Graham-Paige and Kaiser-Frazer "first-string team" at Willow Run: (left to right) Howard Darrin, automobile designer; Joseph W. Frazer, president; Vern R. Drum, general manager; H. C. McCaslin, chief engineer; Clay P. Bedford, production executive; W. A. MacDonald, in charge of sales.



THE UNBEATABLE TEAM that will produce KAISER and FRAZER Cars at Willow Run!



WILLOW RUN—

joint home of two great companies,
Kaiser-Frazer and Graham-Paige!

This huge bomber plant at Willow Run, Michigan, is now being toolled and equipped for the mass production of Graham-Paige Motors Corporation's Frazer automobile, Frazer tractors and farm equipment, and Rototiller power tillage machines; as well as Kaiser-Frazer Corporation's Kaiser automobile.

MANY months ago, Joseph W. Frazer began to gather around him the men whose creative capacities were to be merged into one of the great production teams of the automobile industry. He chose men of experience, reputation and ability—men who can produce cars which both Mr. Kaiser and Mr. Frazer will be proud to name their own.

For general manager, he picked the outstanding automotive genius, Vern R. Drum. For years Mr. Drum was in charge of manufacturing one of America's leading motor cars, while Mr. Frazer was a major executive of the same firm.

He also brought in Clay P. Bedford, long an associate of Henry J. Kaiser on the West Coast, and a master of the methods which have made the name Kaiser known around the world.

As head of his technical staff, he chose the capable automotive engineer Henry C. McCaslin. While working with Mr. Frazer in the early war years, he aided in developing the remarkable military vehicle commonly known as the Jeep.

For brilliant body styling, Mr. Frazer secured the services of Howard Darrin, internationally famous for his custom coachwork and his designs for some of America's leading makes of cars.

For efficient marketing and skillful sales management, he called in a veteran automobile executive, W. A. MacDonald, who left his position as vice-president of a widely-known motor car company to join Mr. Frazer in 1941.

This powerful "first-string team" at Willow Run is supported by a capable squad of young and well-trained executives. Their orders are simple—to build the best cars possible within their range, with every detail tested and proved beyond all possibility of failure!

With an organization of such ability, Kaiser-Frazer and Graham-Paige face the opportunities of the future with understandable confidence. They will have the finest automobiles modern industry can produce—the know-how and the facilities to make and market them—plus unparalleled public interest and support.



HENRY J FEATURES



TWO DARRIN HARDTOPS - by Dahlmann

As few hardtops as were made, there were differences - especially in the back windows. In the upper photo, which I obtained from Howard Darrin, you will notice a rather large rear "glass" opening. On my top (lower picture) and on the car I found in Van Nuys, the window is narrower, thus affording wider side panels. This may have been for added strength. This and various hold-down fittings can be found on the various tops.

Editor's note: Russ Spaulding in Toledo has a fibreglass hardtop in his garage. The back window IS NOT CUT OUT! Russ says they were sold this way, and the owner was to cut the window out to his own fashion and fit a plastic window to the opening as he cut it. There is a double ridge where the window is supposed to be. Evidently some owners cut on the inner line and some on the outer line. We think Russ said his was the first of these tops ever made, and that his is for sale.

THE HENRY J THAT WENT TO WASHINGTON

By Dave Tag

This is the Henry J that I had in college. It was decorated for a young Republicans parade in D.C. in honor of Ike's birthday, just before his second term as president. I drove this car all through college and used it to go on my honeymoon in 1959. When I got rid of the car in 1960, it had well over 100,000 miles on it. I gave it to my brother as a parts car for his 1953 Henry J, which he had at that time.

From the M-E J. (cont. from p. 16)

But finally it started, absolutely of its own volition.

One thing about the Frazer, people noticed it. Even if it had been a regular car, people would have noticed it. For one thing, it was filled with spare parts like hubcaps that glittered in the sun as we whistled along. One of the first to notice it was a state trooper.

Had I broken the minimum-speed law? No, but the trooper said it should have authentic license plates, instead of plates from another car, and why didn't it? I had a notarized application on the windshield, legal in Illinois, but the trooper said he never heard of such a thing. He didn't like those plates, but he didn't want me to take them off, either.

I asked him for advice, which is always a good tactic when dealing with the law. "Leave them on," said the lawman. "If anybody else stops you, tell them what you told me. Anything that confusing has to be legal."

As he walked away, I started the motor and it promptly stalled. Plenty of other things happened in Pennsylvania, but I won't go into all of them.

On and on went the moose, more or less. I thought, "If only we can make it to Ohio!" In Ohio I thought, "If only we can make it to Indiana!"

It was dark by the time we reached Columbus. The route went through the heart of the city. There were traffic lights galore. Most of them were red. The clutch started acting funnier than ever. It began snowing in earnest. The windshield wipers failed. The lights began to flicker. After another gasoline

(thrilling climax on p. 25)

Letters to the editor (cont. from p. 4)

in testing, due to the rear mount. Much rear-wheel friction was lost. If Kaiser had manufactured such a rear engine car, the picture might be different today.

Mr. Godshall gives 1946 Frazer serial numbers. I would like you to analyze our serial number, which is F47 008126, and our motor number GP 31729. Could you pinpoint its month of production?

Norb Gilgenbach
Fond du Lac, Wisc.

*Using Norb's serial number and Jeff Godshall's figures (KFM vol. 6, no.1, p.18) we immediately notice

F47 2940 (or 002940) could not possibly be the number at which the Graham Paige name was dropped, since Norb's is definitely a G-P and it is a higher number (8126). Taking the alternative then, 9940 must be the final G-P (or first K-F) Frazer. However, total G-P production is only 6,476, according to Godshall, but Norb's serial no. is higher (8126) suggesting that if no serial numbers were omitted Norb's would not be a G-P., which is not true. The motor no.'s check out o.k., since Norb's 31729

is just about half way between the beginning 10001 and the final G-P 50119 (prior to F-50120). We cannot count these as uninterrupted serial numbers either, though, because there is a range of 40,120, and only 6,000 some Frazers had been built at that time. Even if we disregarded the prefix letter, it is doubtful that K-F put 40,000 engines in both Kaiser and Frazer by Jan., 1947. No conclusion can be reached, therefore. Mr. Godshall is a young man, possibly younger than your editor (31), so was probably shooting paper wads at his teacher in elementary school, rather than working for Kaiser-Frazer when the Frazer first came out.

Dear Tom,

In regards to the KFOC calendar, I think it is excellent. We men all enjoy looking at pretty girls and Kaisers, too. Also, this is a good way for members to see one another's cars. Some people never have a chance to attend a meet, and this is a good way to see some of the K-F products in the club. This is my vote for the calendar contest.

Ken Davidson
Lake Forest, Ill.

Dear Tom,

Swell job on the calendar.

Dick Wenzel
Watsonville, Cal.

Dear Fellow Member,

Thanks so much to the ones who worked so hard to get out the calendar -- very fine. Keep the girls secondary, and the cars big. Some months had too much girl, not enough car. My personal pick of the whole year is the one for July, as it is my idea of promoting interest in the cars.

J. Wilburn Clay
Kissimmee, Fla.

Dear Tom,

The last issue was very nice, especially the article on the G-P Frazers, which was very interesting. The calendar is very nice too. For next year, I might suggest the following cars, running from January to December:

47 Kaiser	51 Fraz H/T
47 Frazer	52 Kai. Man.
49 Traveler	53 Kai. Drag.
49 Fraz. conv.	53 Kai. Trav.
49 Kai. Virginian	54 Kai. Man.
51 Kai. club cpe.	54 Darrin

(cont. next page)

Letters (cont.)

This arrangement gives a nice summary of all products on the calendar.

There is one calendar date I cannot agree with -- Sep 29, 1950, K-F shows new 1951 Kaiser and Henry J. The Henry J could be, but the 51 Kaiser definitely not! I was in the U.S. in July 1950 and saw them in the showrooms.

Dan Koert
Daveport, Iowa

*That arrangement of models and years omits the Henry J, Dan, but might work. The trouble is, will members send in a perfect selection of makes, models and years to use? Examining our files for the calendar dates, we cannot find a reference to the Kaiser coming out in Sep. of 1950, but we do find reference to the Henry J, which was supplied by the Detroit News. We tend to agree with you Dan. probably the error was a mistake in arranging the calendar materials. Surprisingly, most of the dates included in the KFOC calendar were obtained from back issues of the Kaiser-Frazier Quarterly. We have one of the few complete, bound sets in captivity.

Thrilling climax (cont. from p.23) stop, it occurred to me that something was wrong with the car. I pulled onto the interstate with a diesel truck bearing down when, so help me, the gas pedal came off. Another time, we skidded into an intersection ahead of a bus because a red overhead traffic light blended with a strand of red, yellow, and green holiday lights.

But it doesn't say je suis pret (I am ready) on the Frazer crest for nothing. My moose finally lumbered home like the stallion it was.

From the Wichita Beacon (cont.)

has been chopped two inches at the bows, while the windshield was left the original height.

The rear of the car was completely redone due to accidental damage present when Rivers purchased the car.

The fenders were extended eight inches, and the license plate indentation recessed. Cadillac bullet taillights mounted one over the other are utilized.

The beautiful candy apple red paint, shot by Darryl Starbird, was one of the first in this area. Rivers noted that the paint, which supposedly had a duration of six months, has lasted six years.

The trunk has been fully upholstered in white, to match the factory bucket seats.

Many things on the car appear to be custom, but are factory, such as the frenched headlights.

The K-D is powered by a 161 Willys F-head in line six. It is far from stock, however. The bore is .080 over, and a stroker kit is used.

A handmade hi-performance cam is used with mechanical lifters. Pistons are aluminum short skirt (right in style! ed.).

Just about everything removable on the little six has been chromed, including the fan, air cleaners, and breather pipe.

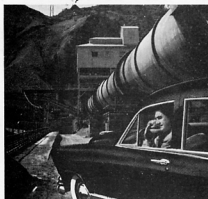
Rivers and his wife, who also digs the K-D, belong to the Kaiser-Darrin Owners Club (?? ed.), a national organization of more than 1,000 (??? ed.) members.



Panorama City, Los Angeles: Kaiser Community Homes. As comfortable as a space-planned Kaiser home, the Kaiser has more room than 3 of the most expensive sedans, more glass area than any, (Kaiser has built over 10,000 of these low-cost homes since '45.)



Colorado: Hoover Dam (formerly Boulder Dam) Rugged as Hoover Dam...and just as beautiful, the Kaiser has given many owners over 100,000 miles of dependable service without major repairs. (Kaiser has built more great dams than any other builder in history.)



Permanente, Cal.: Permanente Cement Co. Smooth as a Kaiser concrete highway, the Kaiser floats you along on the lowest center of gravity of any standard American sedan. (Kaiser has produced enough cement to build a two-lane highway around the globe.)

Listen to Lowell Thomas daily, CBS network

10,000 mile tour astonishes Lowell Thomas!



Real story behind the Kaiser car revealed in visits to Kaiser's industries coast to coast!

Veteran traveller Lowell Thomas never discovered the value in a Kaiser...until he actually drove one.

Nor had he any idea of the vastness and vitality of the Kaiser family of industries...until he visited some of its 98 fabulous modern plants...met some of its 75,000 skilled employees...saw some of Kaiser's billion-dollar-a-year production capacity in action.

Take a trip yourself...on this page...and see what Kaiser stands for...in automobiles...and in industry!



Fontana, Cal.: Kaiser Steel Corporation As efficient as Kaiser Steel, the big, fast-stepping Kaiser averaged 28.8 miles a gallon in a recent test by Motor Trend magazine. (Kaiser's Steel Mill leads the nation in iron production per ton of coke.)



Baton Rouge, La.: Kaiser Aluminum and Chemical Corp. As easy to handle as Kaiser aluminum, the Kaiser U-turns in up to 6½ feet less space than other cars its size. (Kaiser aluminum production last year exceeded the whole industry's annual pre-war production!)



Bristol, Pa.: Kaiser Metal Products, Inc. As lustrous as Kaiser's porcelain-covered metal products, the durable Kaiser body paint retains its brilliance for a "lifetime." (Kaiser Metal Products have the world's largest continuous-flow enamelling ovens.)

Kaiser America's most beautiful car...winner of 14 international awards

HYDRA-MATIC SHIFT POINTS IN M. P. H. FOR KAISER-FRAZER CARS

IMPORTANT—BEFORE TESTING, ALWAYS—1. CHECK OIL LEVEL—2. CHECK ENGINE IDLE

Date _____ R. O. No. _____

Owner _____ Tester _____ Mileage _____

CARS EQUIPPED WITH K-50 OR K-51 TRANSMISSIONS

UPSHIFTS

SHIFT	DRIVE RANGE		LO RANGE	
	MINIMUM THROTTLE	FULL THROTTLE	MINIMUM THROTTLE	FULL THROTTLE
1-2	4-6	10-14		22-26
2-3	9-12	27-34		
3-4	15-18	57-64		

DOWNSHIFTS

SHIFT	DRIVE RANGE			LO RANGE		
	CLOSED THROTTLE	FULL THROTTLE	FORCED	CLOSED THROTTLE	FULL THROTTLE	LOCKOUT
4-3	14-11	19-16	60-15			
3-2	7-3	13-10				
2-1	3-1	8-6		8-5	14-11	
4-2						47-39

UPSHIFTS

SHIFT	DR-4 RANGE		DR-3 RANGE		LO RANGE
	MINIMUM THROTTLE	FULL THROTTLE	MINIMUM THROTTLE	FULL THROTTLE	FULL THROTTLE
1-2	6-8	16-19	6-8	16-19	15-19
2-3	10-13	29-33	10-13	29-33	
3-4	18-21	62-69			

CARS EQUIPPED WITH K-52 TRANSMISSIONS

DOWNSHIFTS

SHIFT	DR-4 RANGE			DR-3 RANGE			LO RANGE	
	CLOSED THROTTLE	FULL THROTTLE	FORCED (APPROX)	CLOSED THROTTLE	FULL THROTTLE	FORCED (APPROX)	FORCED	LOCKOUT
4-3	15-12	20-16	55-18	*	*			
3-2	10-7	9-6	20-10	10-7	9-6	20-10		42-37
2-1	7-4	9-7	9-4	7-4	9-7	9-4	9-0	
4-2			18-12					42-37
3-1			9-7			9-7		

Note: There are no minimum throttle upshifts or closed throttle downshifts in LO Range position. *A 3-4 upshift is possible at very high car speed only. The transmission will automatically return to third speed as the car speed is reduced.

STALL TEST

Test Conditions	1450 to 1650 Eng. R.P.M.	Under 1450 Eng. R.P.M.	Over 1650 Eng. R.P.M.
With the engine at operating temperature, set selector lever in either DR (DR-3 or DR-4) position. Fully apply hand and foot brake, and accelerate engine to wide open throttle.	NORMAL	Poor engine performance such as need of tune up, etc	Transmission slippage or excessive torque coupling slippage (Do not hold throttle open.)

Note	10,000	2,000	1,000	1951 KAISER		LUBRICATION CHART		MODELS K-511, K-512		1,000	2,000	10,000	20,000	Mile	
1	WB				FRONT WHEEL BEARINGS Remove, Clean, Repack	<p>UNDERSIDE OF CHASSIS</p>	SUSPENSION BUSHINGS 6 Fittings	CG						2	
2		CG			STEERING IDLER LEVER 1 Fitting		FRONT WHEEL BEARINGS Remove, Clean, Repack			WB					1
2			CG		TIE ROD JOINTS 4 Fittings		DRAG LINK 2 Fittings	CG							2
			EO		GENERATOR 2 Oil Caps, 4-5 Drops Ex.		SUSPENSION BUSHINGS 4 Fittings	CG							2
2			CG		SUSPENSION BUSHINGS 4 Fittings		STEERING KNUCKLE 2 Fittings	CG							2
2			CG		STEERING KNUCKLE 2 Fittings		AIR CLEANER Remove, Clean, Refill	EO							11
3			EO		CRANKCASE FILLER TUBE		OIL FILTER Replace				EO				12
4			EO		BREATHER CAP - Clean		DISTRIBUTOR 5 Points - 4 Oil, 1 Grease	WB	EO		EO				13
5					OIL DIP STICK Check Oil Level		STARTING MOTOR 1 Oil Cap, 4-5 Drops	EO							
6			SG		STEERING GEAR Check, Refill		CLUTCH CROSS SHAFT 2 Fittings	CG							2
7					GEARSHIFT HOUSING Check, Refill - Use CG	TRANSMISSION Check, Refill	GL							6	
2			CG		BRAKE PEDAL 1 Fitting	OVERDRIVE Check, Refill	GL							6	
8			BF		BRAKE MASTER CYLINDER Check, Refill	PROP. SHAFT "U" JOINT 2 Fittings	CG							2	
9			GG		REAR SPRING COVER	REAR SPRING COVER				GG				9	
6			HP		REAR AXLE Check, Refill	REAR WHEEL BEARING Remove Plug, Install Fitting				WB				10	
10			WB		REAR WHEEL BEARING Remove Plug, Install Fitting										
LUBRICANT SYMBOLS EO - Engine Oil CG - Chassis Lubricant GL - Transmission Gear Lubricant HP - Hypoid Gear Lubricant SG - Steering Gear Lubricant BF - Hydraulic Brake Fluid GG - Graphite Grease WB - Wheel Bearing Grease						NOTES - Cont'd. 5 Check when refueling—add 1 qt. when near "odd" mark on dipstick. 6 Maintain lubricant level to filler hole. 7 Check and refill if shift is sticky. 8 Maintain fluid level to 1/4" below filler hole. 9 Use special tool C-408 and pressure gun. 10 Apply 1/2 ounce per wheel with low pressure gun. 11 Refill sump to indicated level. 12 Engine oil refill 6 qts. when filter is replaced. 13 EO—Shaft bushing reservoir at 20,000 miles—cam shaft wick, 1 drop; breaker pivot, 1 drop; breaker plate felt wick, 1 or 2 drops, all at 2,000 miles. WB—Wipe cam lightly at 2,000 miles.									
NOTES 1. Use 2 1/2 ounces per wheel—do not fill hub. 2. Apply with pressure gun. 3. Drain and refill—5 qts. See text. 4. Wash in kerosene, dry and dip in same oil as used in engine.						RECOMMENDED SEASONAL GRADES EO 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 SW Select oil for lowest expected temperature. Generator - S.A.E. 10W Starting Motor - S.A.E. 10W Distributor - Reservoir S.A.E. 20 Cam Wick, Breaker Lever Pivot and Felt Wick Below Breaker Plate - S.A.E. 10W Air Cleaner - Above +32° F. use S.A.E. 40 or 50 Below +32° F. use S.A.E. 20 CG CHASSIS LUBRICANT Use NLGI No. 1 - Below 32° F. use No. 0.									
						GL TRANSMISSION GEAR LUBRICANT Use S.A.E. 80, except when high temperatures prevail, then use S.A.E. 90. HP HYPOID GEAR LUBRICANT Use S.A.E. 90, except when extremely low temperatures prevail, then use S.A.E. 80. SG STEERING GEAR LUBRICANT If using Multi-Purpose, use S.A.E. 90 GG GRAPHITE GREASE Use NLGI No. 1 WB WHEEL BEARING GREASE Use NLGI No. 2									

Fig. 452—Lubrication Chart—Kaiser Models K-511, K-512

TECHNICAL SECTION -
Final solution to Kaiser
engine problems



FRED THOMPSON AT CONTROLS OF '52 KAISER REDUCED TO ONE-HORSEPOWER CAR

A One-Horsepower Car



Akronite Fred Thompson is 85 years old, but he's not too old to try something new.

For sure, he has come up with something new and different. It's a one-horsepower automobile.

Three years ago, Fred acquired a 1952 Kaiser sedan. Although it was then at least 12 years old, the car had been driven only 3,000 miles. It was almost like new.

Fred drove it 5,000 miles before he decided to "overhaul" it.

You'll never believe what he did to it.

HE REMOVED the radiator, hood, front fenders, engine, drive shaft, steering rods, transmission and differential.

When he was through, the car which originally weighed 2,100 pounds was down to a mere 1,200 pounds.

Where the engine was, Fred mounted a cab, sort of like those you used to see on buggies with a seat for two.

Then he attached a singletree and two old buggy shafts to which a horse could be hitched.

Net result: Thompson's one-horsepower car!

WHAT PURPOSE will it serve.

For one thing, it attracts a lot of curious people to Fred's place at 3771 Medina rd. Kids, especially, are intrigued by it.

"It's just something to entertain the kids," Fred says. "They get a kick out of riding in a car and having a horse pull them. Why, I've had as many as 12 kids