

Transmission Lubrication

The transmission on all Maxwell cars fitted with sliding gears, should be lubricated only with a good quality of fairly soft mineral grease. There are a number of greases on the market especially prepared for transmission lubrication. Any of the oil manufacturers recommended on page 18 will supply the proper consistency of grease to use in the transmission case of sliding gear cars. When the cars leave the factory this transmission is packed in a heavy graphito grease and this should be sufficient to run the car for six or eight weeks.

At the top of the transmission case is a small hand hole, and through this extra grease can be added from time to time. Never let the grease in the transmission case run low, but keep it constantly well packed. To get at the transmission case to fill it with grease it is necessary to remove the foot boards under the driver's seat, then the small hand hole cover on transmission case is readily removed.

To Grease Rear Axle on Maxwell Special

To grease rear axle on this car remove cap from driving gear case and pack differential with heavy grease. The drive pinion and universal cross, also the axle ends are provided with grease cups. Keep these well filled and screw down one turn daily.

To Oil Rear Axle on Mercury and Mascotte

When the car leaves the factory the rear axle is packed with heavy grease and should not require additional grease for two or three months. On the top of the rear axle housing on differential case you will find a small plug. Once a month it is advisable to inject with an oil gun about a half pint of the heaviest gas engine oil, or still better, heavy steam cylinder oil; the heavier the oil the better. Once or twice a season it is necessary to add additional grease. On the rear axle will be found four small oil cups. Every day these should be filled with an ordinary oil gun.

Grease Cups on Drive Pinion

The drive pinions on Models Special, Mercury and Mascotte run on roller bearings, and as these drive pinions have very heavy work to do, it is imperative that they be constantly supplied with a soft grease.

Universal Joint

There are two universal joints, one located at each end of the drive shaft. The universal joint, next to the engine, is of special design and packed with grease when it leaves the factory. This joint should not require filling for some six or eight weeks. However, it should be oiled occasionally as follows: Remove the foot boards and you will see that the drive shaft runs into a circular box. This box is about four inches in diameter and is mounted at the end of the transmission case. With an oil gun heavy oil can be injected into the housing. Should it be necessary to repack it with grease, the housing can be unscrewed, the universal joint packed and the housing carefully replaced. However, if