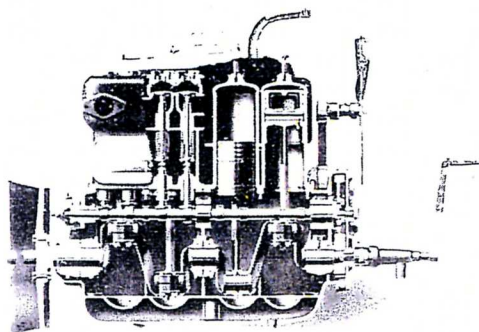


BUDA MOTORS TRANSMISSIONS AND UNIT POWER PLANTS



Care of the Buda Motor

BULLETIN No. 176

Address all communications in regard to sales to

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Care of the Buda Motor

The Buda Motor is constructed of the very best material and the design is the result of years' experience in the designing and building of motors, and is in accordance with the most modern practice.

The motor which receives a reasonable amount of care and attention always runs quieter and more satisfactorily.

Lubrication is of primary importance. Our motors use little oil, and the oil in the crank case should be changed each one thousand miles run by the car. We prefer to use a medium grade of oil on new motors.

The Oil Pump is bolted to the outside of the crank case, the plunger being inside the case, and is driven from the cam shaft. The pump may be removed by loosening the two bolts on the pump flange. The oil flows to the pump through a large screen which is covered by a small flange bolted to the bottom of the oil pan. This screen should be removed and cleaned each time the oil is changed. The oil is discharged from the pump through a sight glass into a pipe at the rear end of the motor. Openings from this pipe lead to each of the main bearings and the excess oil not used by the bearing which is constantly flooded flows into the gear case from the forward bearing and from thence and from the other bearings into the pans in the bottom of the crank case in which the connecting rod dips. The oil in these pans is maintained at a constant level by overflow notches milled in the side of each pan.

The cam shaft bearings and cylinders are lubricated by the splashing of the oil dips on the connecting rods into the oil in the pans. The oil level should be carried between the marks on the oil level indicator glass on the side of the motor.

A large proportion of motor troubles is due to the use of poor oil which causes a deposit of carbon on the pistons and cylinders. To remove this, pour about one-half pint of kerosene into the cylinders, turn the motor over a few times by hand. Let stand all night, which will soften and loosen the carbon.

To Inspect the Bearings of the Motor it will be necessary to remove the oil pan, which can be done without disturbing the

