

facts

to know

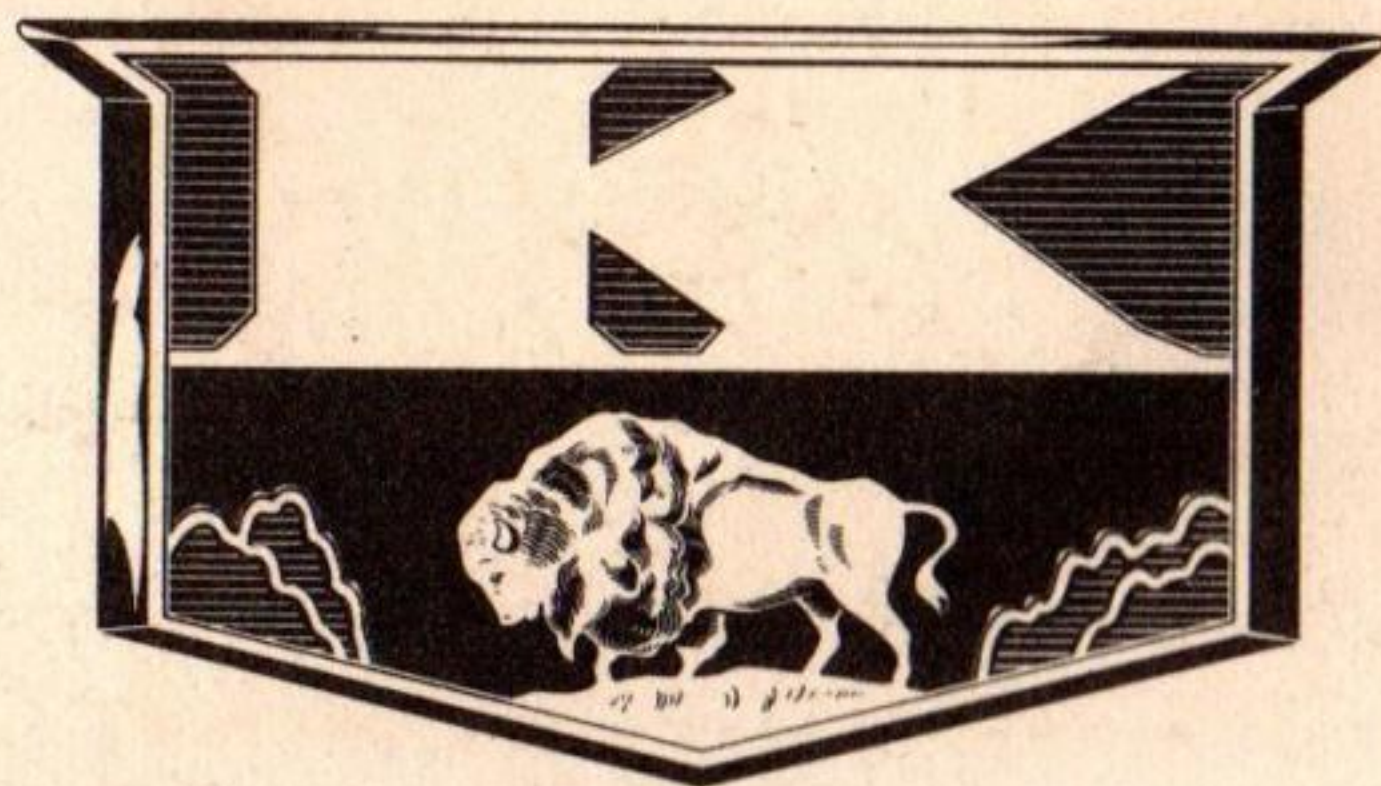
about

your new

'51 Kaiser

*Your
Service
Policy*

*Owner's
Identification
Card*



Your 1951

KAISER

KNOW

YOUR

CAR

We at Willow Run welcome you to the fast growing circle of Kaiser owners. We are proud of the 1951 Kaiser—the only really new motor car America has seen in years.

It is a motor car developed from a new kind of thinking, a new consideration of human needs and wants as these needs and wants have changed with the growth of motor transportation. It is a wholly new conception of beauty, comfort and safety with unexcelled performance and economy.

Your new Kaiser is, however, a machine, and like any machine, it runs best with regular competent service. This manual will help you know your new Kaiser and understand its operation and care. It is our sincere wish that you will let us cooperate with you in keeping your Kaiser in top condition—always.

YOUR 1951 KAISER

Owner's Name _____

Address _____

Dealer's Name _____

Address _____

Phone Number _____

Dealer's Sales Manager _____

Dealer's Service Manager _____

Kaiser Model (year) _____

Body Type _____

Serial Number _____
(on left front pillar)

Engine Number _____
(on left side of cylinder block)

Number of Cylinders.....6

Brake Horsepower.....115 @ 3650 RPM
(Dual Manifold)

Piston Displacement.....226.2 cu. in.

Bore and Stroke.....3 $\frac{5}{16}$ " x 4 $\frac{3}{8}$ "

Compression Ratio7.3 to 1.

A.M.A. Horsepower26.3

KEYS:

One key operates all locks—ignition, trunk, doors and glove compartment. A duplicate key is furnished for your protection. Record the key number stamped on the metal tag and destroy the tag.

Key Number _____

"And may it be the key to many years of enjoyment of fine transportation."

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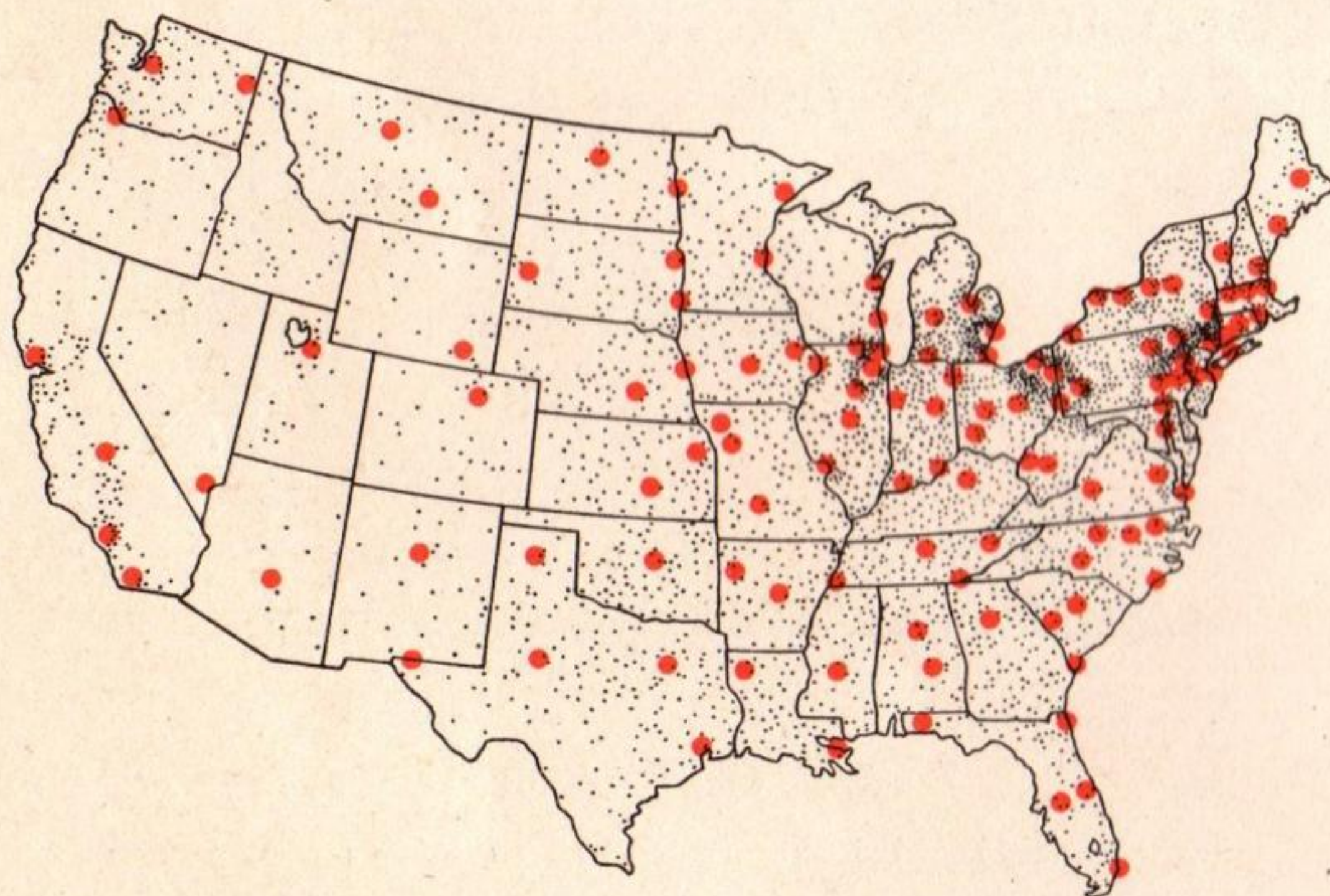
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AT YOUR SERVICE



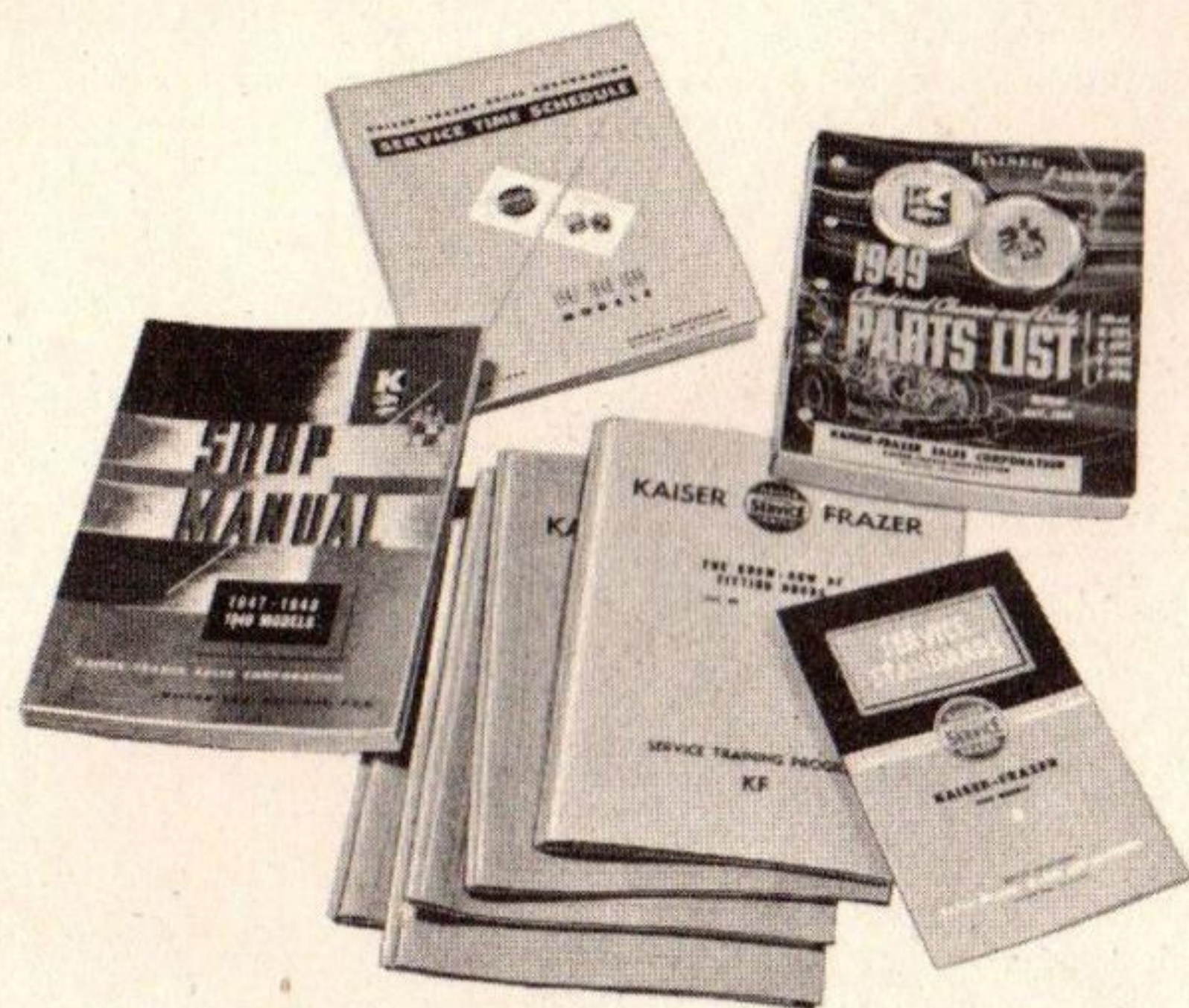
Your 1951 Kaiser sets challenging standards of beauty, grace and superior performance. It is a motor car designed with a new and basic regard for you—and for the safety of yourself and your family. It is the result of the most forward thinking yet applied to the creation of an automobile.

We're justly proud of the 1951 Kaiser, and our thoroughly trained dealers' service organizations will take equal pride in keeping your car in top condition. Full value in fine transportation is yours for the asking at your Kaiser dealer's service station.

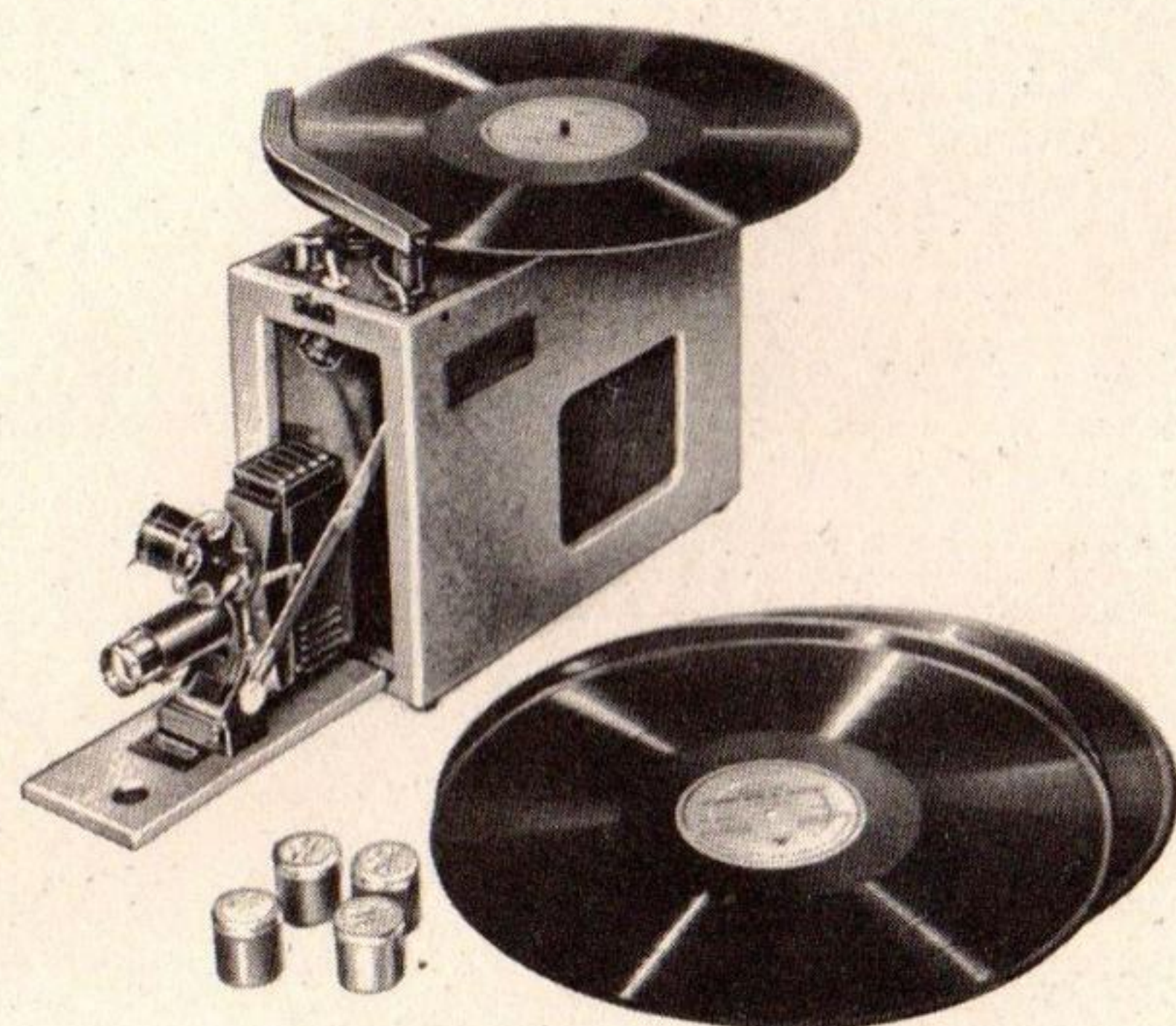


Authorized Kaiser-Frazer dealers throughout the United States and Canada are completely stocked with genuine Kaiser parts and accessories and use factory approved equipment for servicing your car. Plan regular visits to your Kaiser dealer. Your continuing satisfaction with your new Kaiser is his first interest, and we know he will serve you well.

HOW YOUR KAISER SERVICE MAN IS TRAINED



Not too many years ago service procedure was a pretty haphazard thing with automobiles. The average motorist expected less from his car and was less critical of service standards. Roads leading the intrepid motorist to the far away corners of even the state he lived in were few and far between.



Today—it's a different story! Your Kaiser-Frazer service man knows Kaiser automobiles more thoroughly than anyone else. The great Kaiser-Frazer factory school with its carefully selected and fully experienced instructors covers every phase of service operations. By personal instruction, by charts, manuals, sound films and slides, and by demonstration on cars, service personnel from every dealer organization is given a thorough and practical knowledge of the great Kaiser cars and how to maintain them in tip-top condition.

Remember—we are giving you not only the great car of the year—but a transportation service second to none.

SERVICE POLICY AND WARRANTY

The Owner Service Policy combined with this manual should be read carefully and thoroughly understood. It is your dealer's contract with you. It tells you what you may expect from him and also what he expects from you.

Regular maintenance pays!—not only in actual savings in expensive repairs—but in comfort, peace of mind—and safety. Proper lubrication is the greatest single factor in prolonging the trouble-free life of a car. If you will also ask for periodic inspection and adjustment, your car should give you many added years of safe, dependable motoring pleasure.

May we suggest that you read thoroughly page 24 of this booklet.

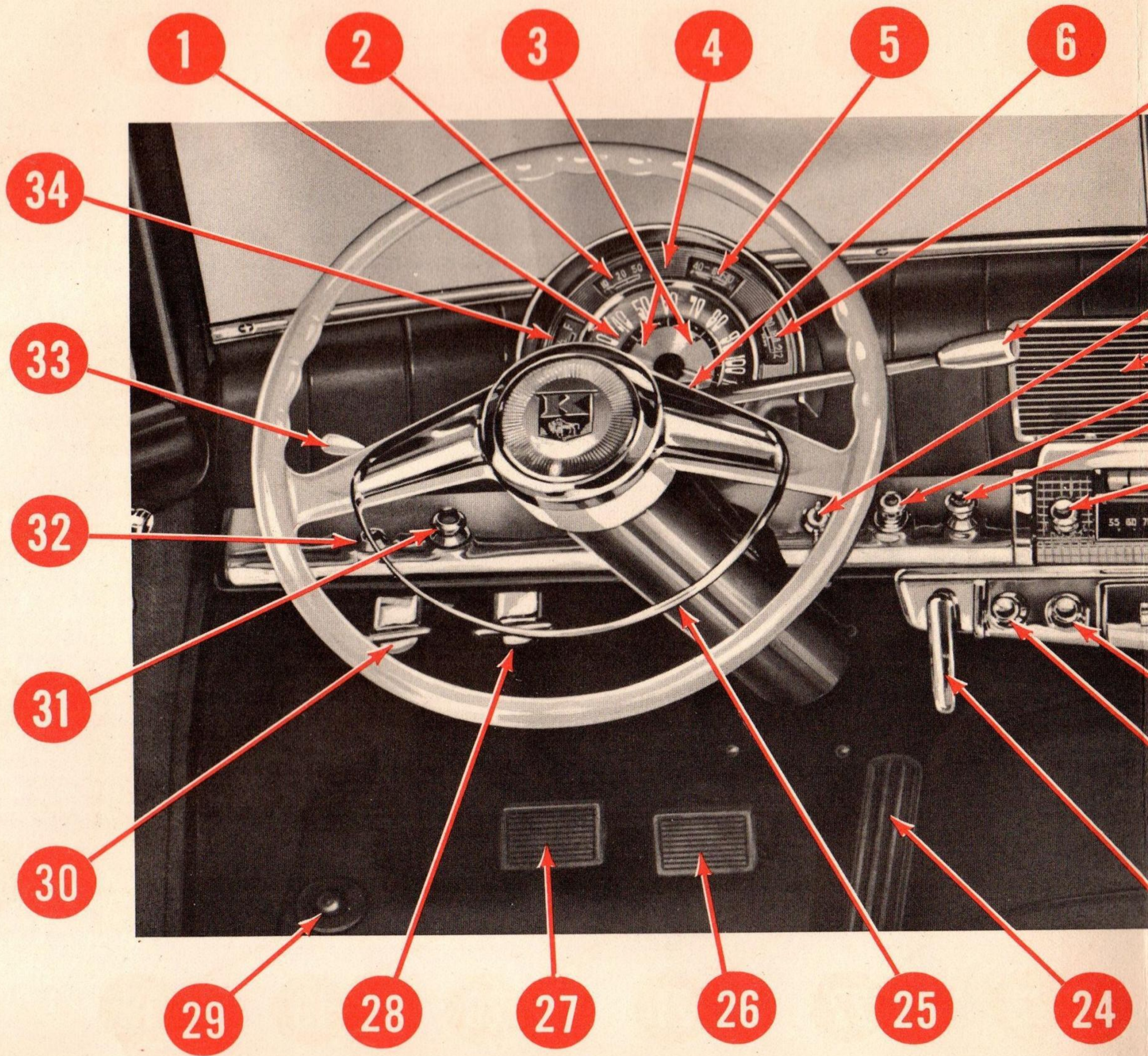
The image shows two forms from Kaiser. The top form is the "Kaiser Owner Service Policy" which includes fields for Name, Address, City, State, Model, Serial No., Engine No., Key No., Delivery Date, and Policy Insured By. The bottom form is the "Owner Identification card" which includes a section for "This is to certify that" and a section for "not delivery of a Kaiser car" with fields for "from" and "to". Both forms feature the Kaiser logo.

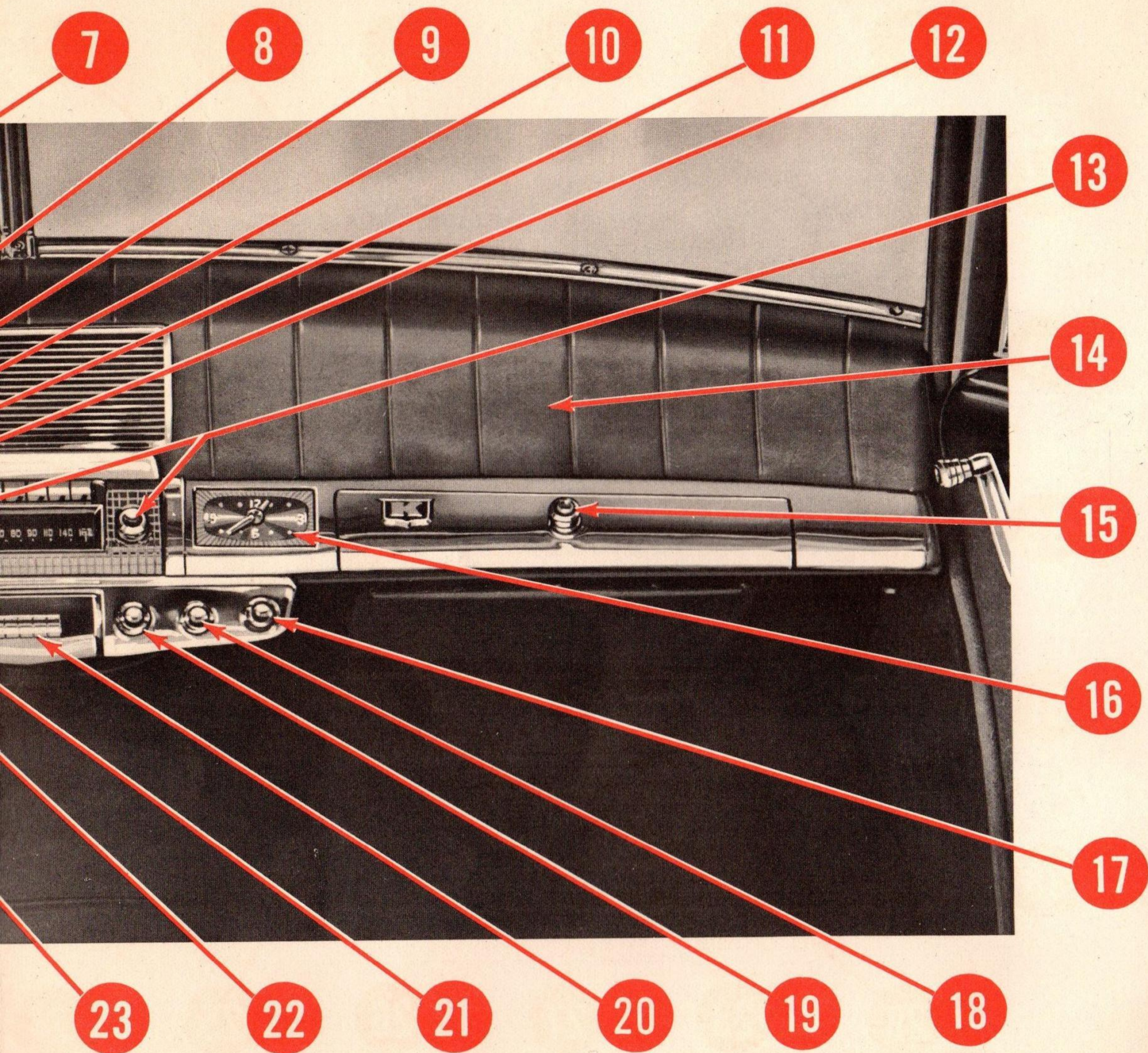
"The Manufacturer warrants each new motor vehicle manufactured by it to be free from defects in material and workmanship under normal use and service, its obligation under this warranty being limited to making good at its factory any part or parts thereof, including all equipment or trade accessories (except tires) supplied by the Motor Vehicle Manufacturer, which shall, within ninety (90) days after making delivery of such vehicle to the original purchaser or before such vehicle has been driven four thousand (4,000) miles, whichever event shall first occur, be returned to it with transportation charges prepaid, and which its examination shall disclose to its 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 its part, and it neither assumes nor authorizes any other person to assume for it any liability in connection with the sale of its vehicles.

"The Warranty shall not apply to any vehicle which shall have been repaired or altered outside of an authorized Kaiser 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."

LEGEND

- | | |
|-----------------------------------|--|
| 1—Speedometer | 19—Heater blower switch
(Accessory) |
| 2—Oil pressure gauge | 20—Ash receiver |
| 3—Directional arrows | 21—Right air vent control |
| 4—High-low light indicator | 22—Left air vent control |
| 5—Ammeter | 23—Handbrake handle |
| 6—Total mileage recorder | 24—Accelerator |
| 7—Temperature gauge | 25—Horn ring |
| 8—Gear shift lever | 26—Service brake pedal |
| 9—Ignition switch | 27—Clutch pedal—(eliminate with
automatic transmission) |
| 10—Radio speaker grille | 28—Overdrive control (Accessory) |
| 11—Cigarette lighter | 29—Headlight dimmer switch |
| 12—Windshield wiper control | 30—Hood lock release handle |
| 13—Radio controls (Accessory) | 31—Headlight and panel light switch |
| 14—Vinyl covered padded cowl | 32—Starter switch |
| 15—Glove compartment lock | 33—Directional signal lever
(Accessory) |
| 16—Electric clock (Accessory) | 34—Fuel gauge |
| 17—Defroster switch (Accessory) | |
| 18—Temperature switch (Accessory) | |





KNOW YOUR INSTRUMENTS

Oil Pressure Gauge

Normal pressure is approximately 35 pounds at 30 miles per hour using recommended oils at operating temperature. Some variations due to changes in speed are normal, but if rapid fluctuations occur, an immediate investigation should be made to determine the cause.

Ammeter

The ammeter should indicate charge for a short period after starting. Varying rates of charge and discharge are normal but with continued driving the pointer should return to zero. Consult your local Kaiser service station if excessive fluctuations or continued "charge" or "discharge" are noted.

Engine Temperature Gauge

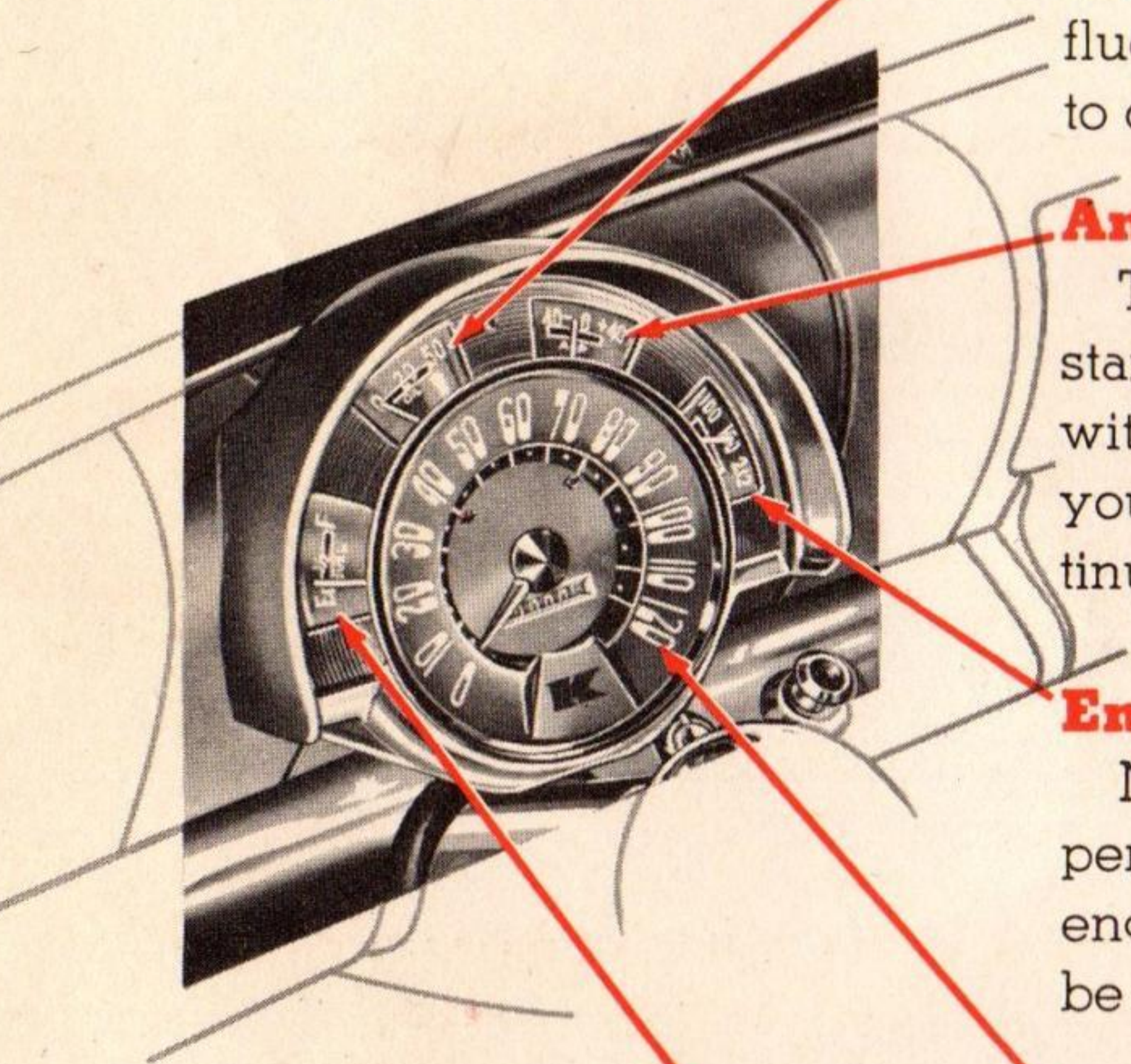
Normal operating temperature is approximately 170° F. Temperature may rise slightly in extremely hot weather or when the engine is idling continuously. A sudden rise above normal should be investigated at once.

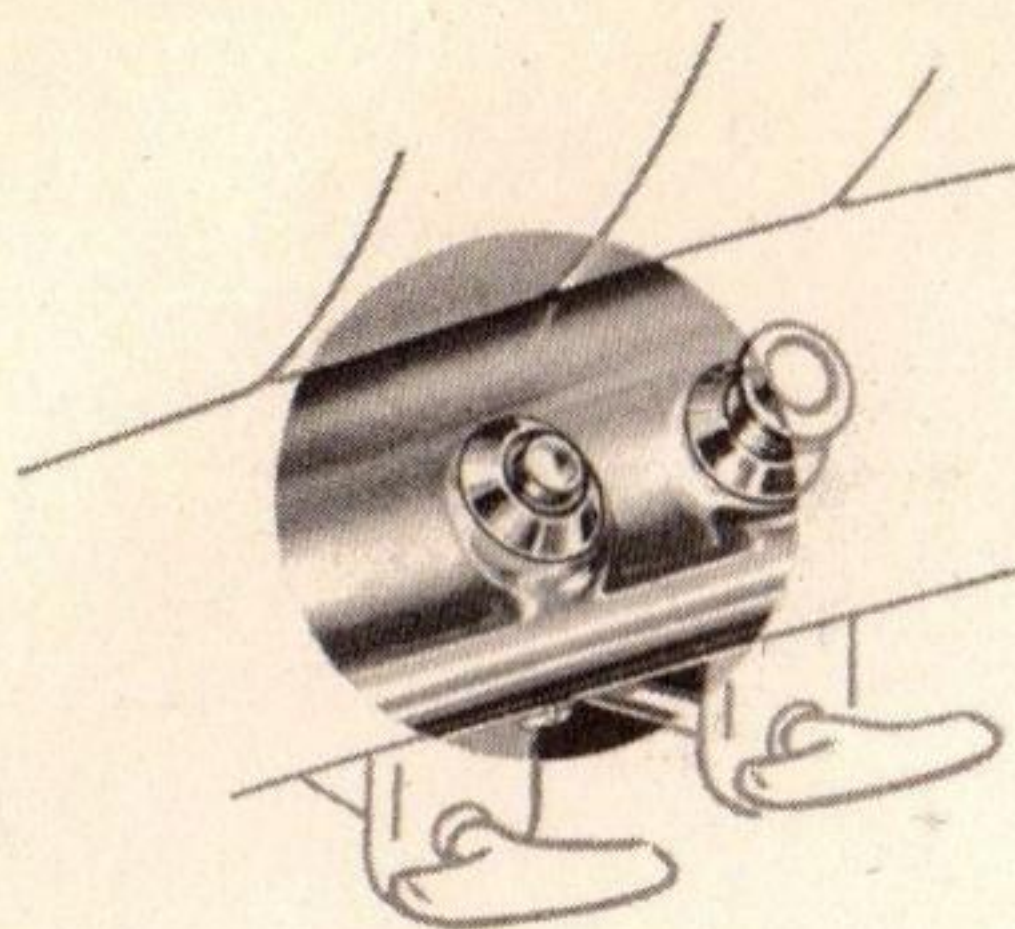
Speedometer

The speedometer is provided with a total mileage recorder. A headlight "high-beam" indicating light (red) is located above the 60 M.P.H. mark. Directional arrows (green) are located in the upper section of the speedometer face when optional turn indicator equipment is installed.

Fuel Gauge

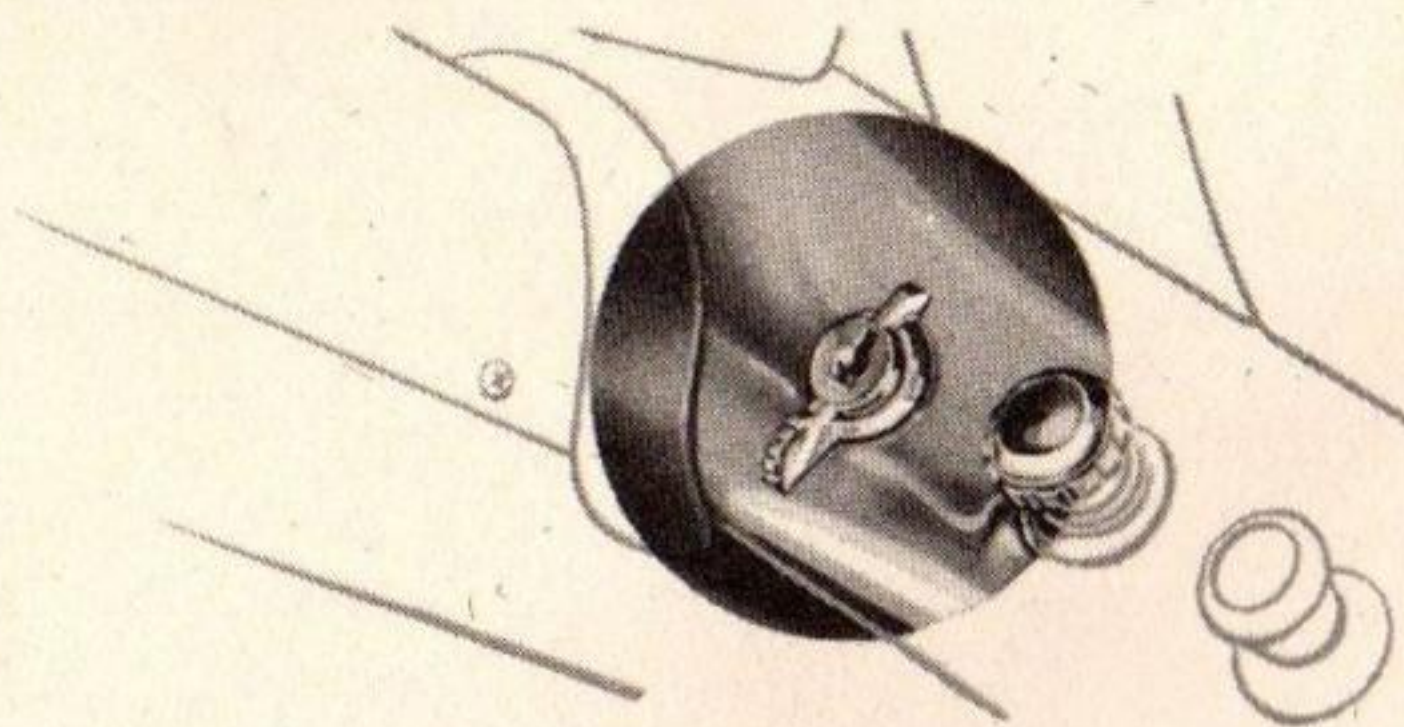
The fuel gauge indicates the amount of fuel in the tank. It operates when the ignition switch is in the "ON" position.





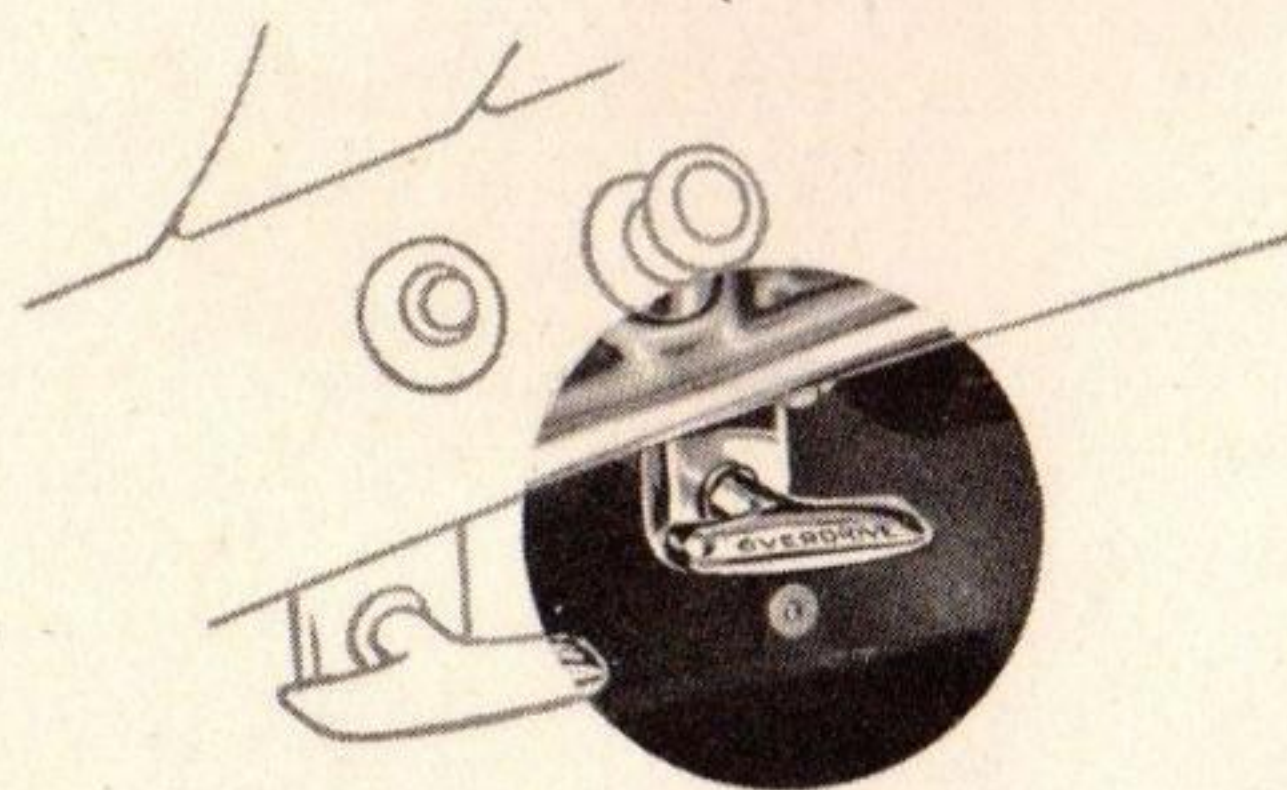
Starter Button

The starter button operates the main starter switch and carries the powerful battery current directly to the starter motor. Release immediately when the engine starts.



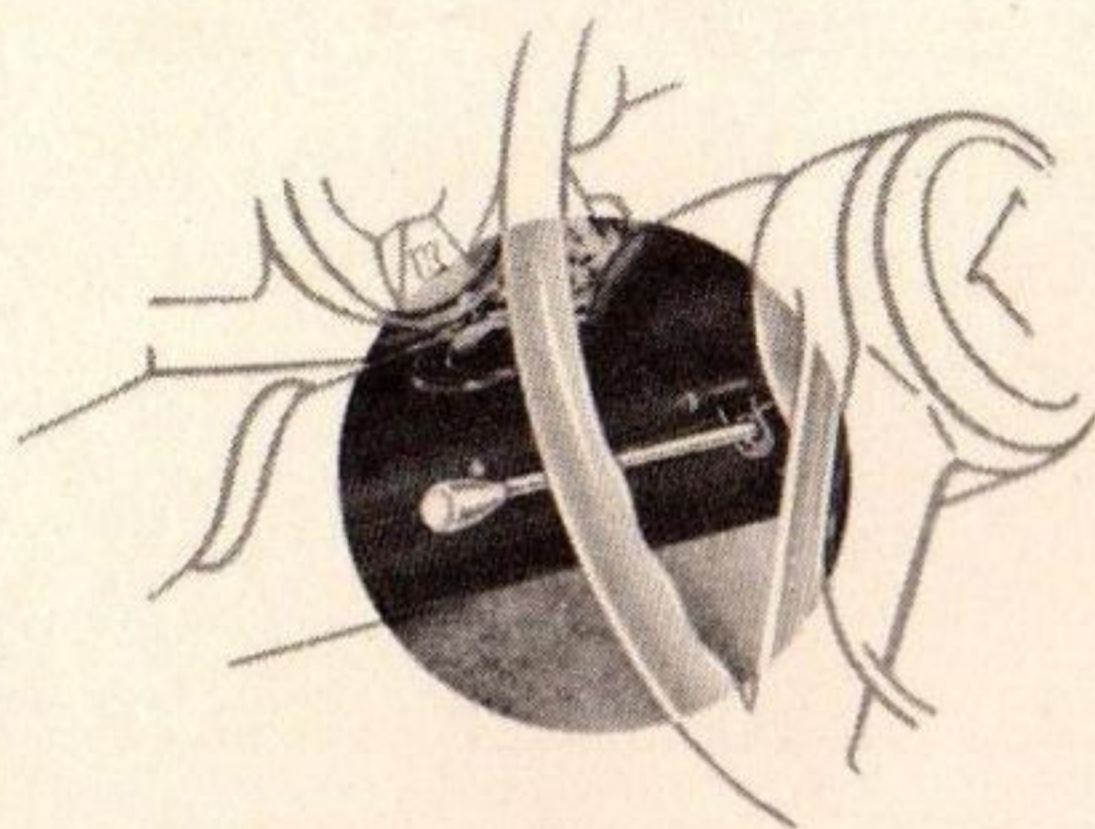
Ignition Switch

The ignition switch has three positions. In "locked" position with key removed, the car is locked. Inserting the key allows switch to be turned to either "on" or "off". The key may be removed from the switch in the "off" position. Parking attendants can operate the car but the glove compartment and trunk remain securely locked. The key must be used to return the switch to "locked" position.



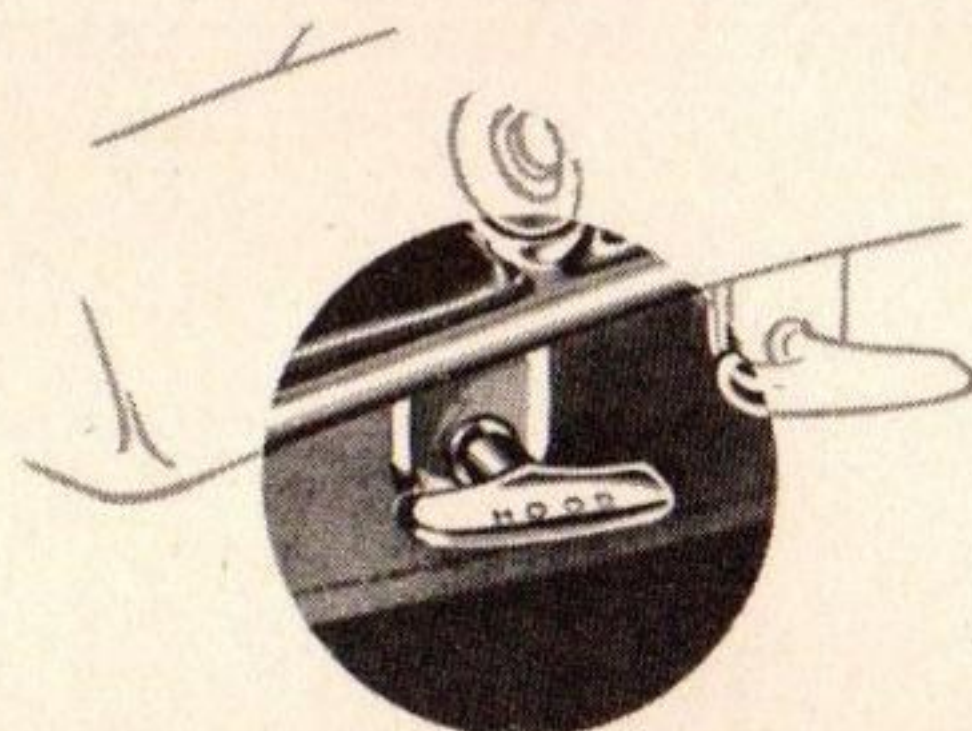
Overdrive Handle

To operate the car with overdrive, the handle should be all the way in. For conventional operation the handle should be pulled out. (Optional equipment on all models). For complete operating instructions see overdrive section on page 14.



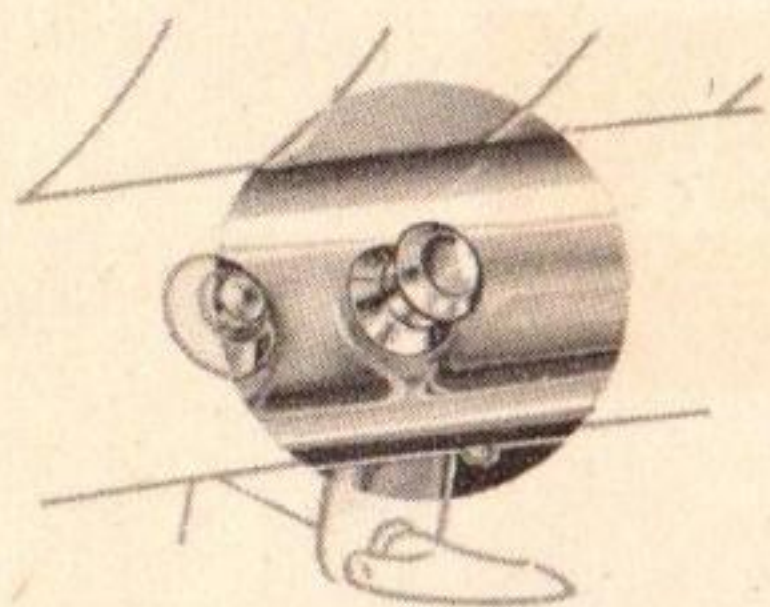
Turn Signal Lever

All models of the Kaiser are equipped, at the option of the purchaser, with flashing directional lights front and rear, operated by the lever on the left side of the steering post. Moving the lever "up" indicates right turn, "down" indicates left turn. Completion of turn automatically resets the lever in neutral position.



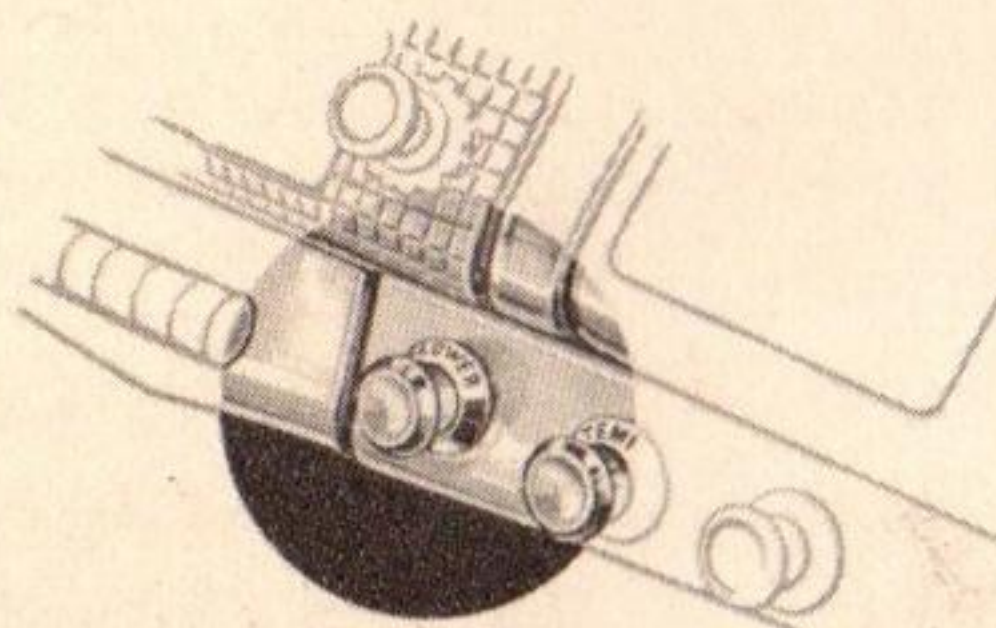
Hood Lock Release

To prevent tampering with the engine or theft of parts or accessories, the hood cannot be opened until the hood lock release is operated from the instrument panel. The hood is provided with an additional latch under the hood nose to prevent accidental opening while driving.



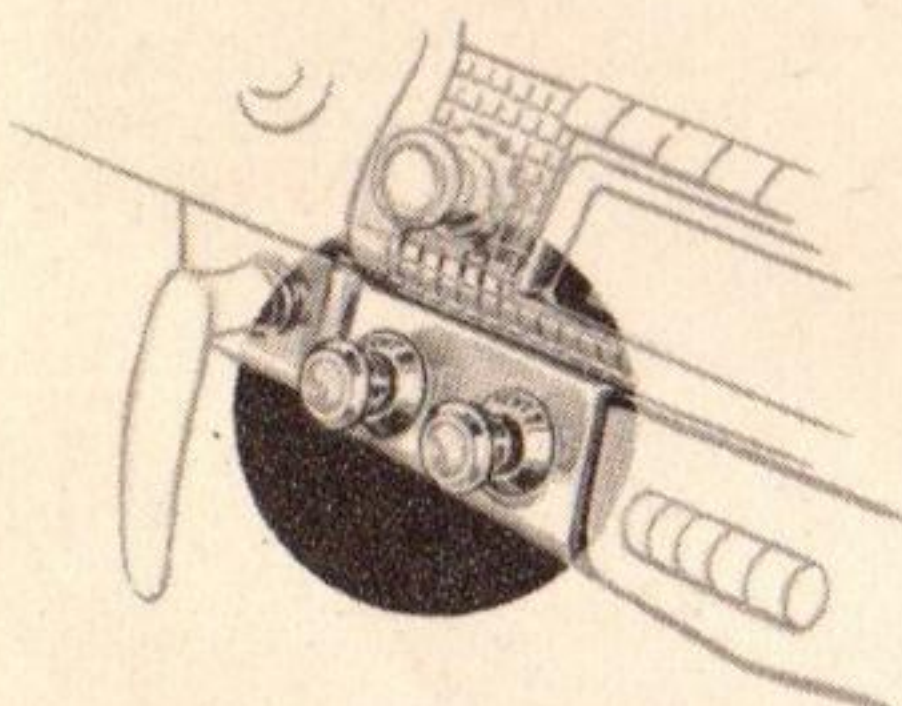
Headlight Switch

Pulling the switch knob out to the first position turns on parking and tail lights, to second position turns on headlights and tail lights. Turning the headlight switch right or left controls lighting of the instrument group.



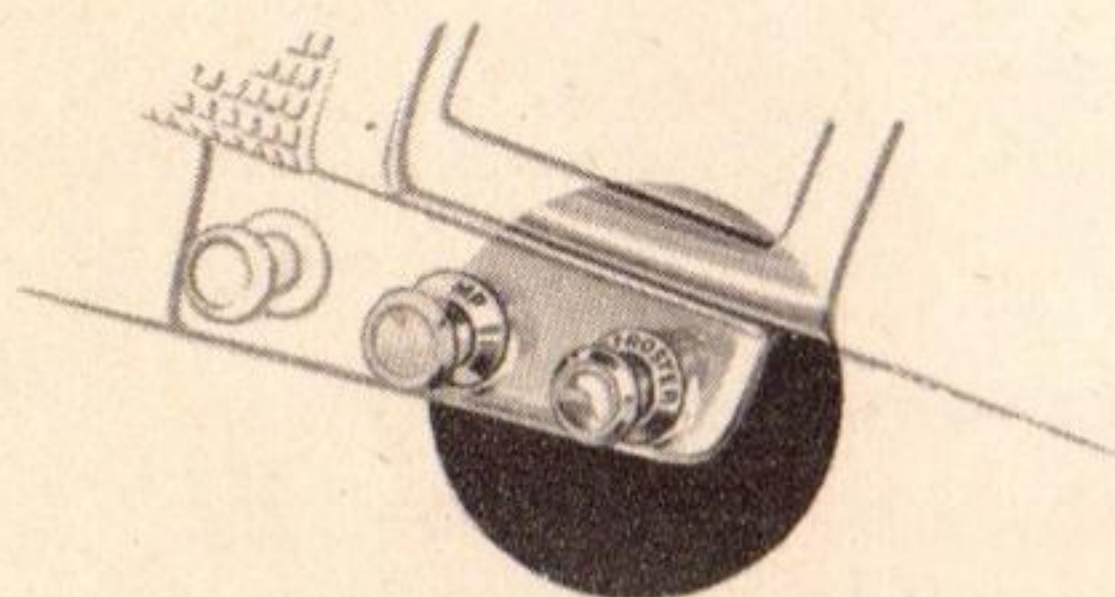
Heater Blower Control

The heater blower control turns on the fan to force air through the heater and defroster channels, necessary only at speeds below 30 M.P.H., or when standing. Optional equipment on all models.



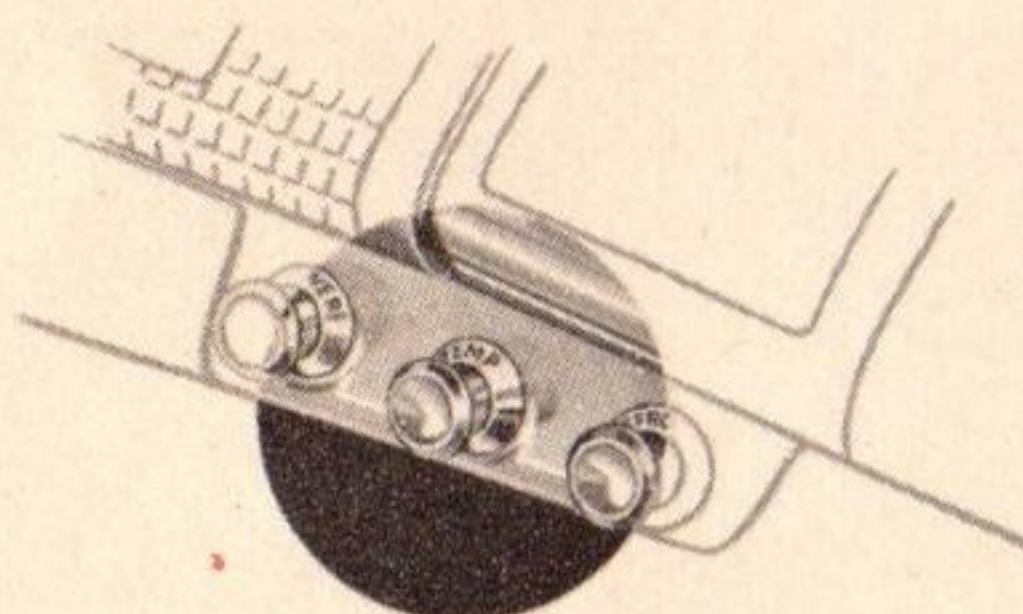
Air Intake Controls

"Left vent" control operates a separate cold air vent at the left side of the driver's compartment. "Right vent" control opens or closes the vent delivering air to the heating system. A third vent control located on the dash behind the glove compartment, allows air to by-pass the heating system directly into the car for summer cooling.



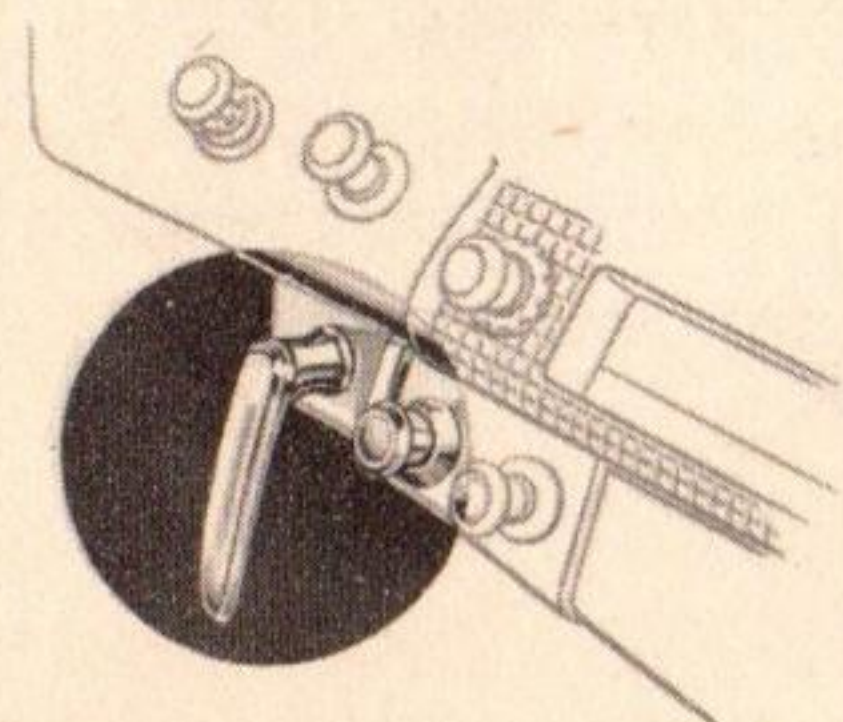
Defroster Control

The defroster control, when pulled all the way out, operates a baffle in the heat distributor chamber passing 80% of the hot air to the defroster system and 20% to the car heating channel. (Optional with heater.)



Temperature Control

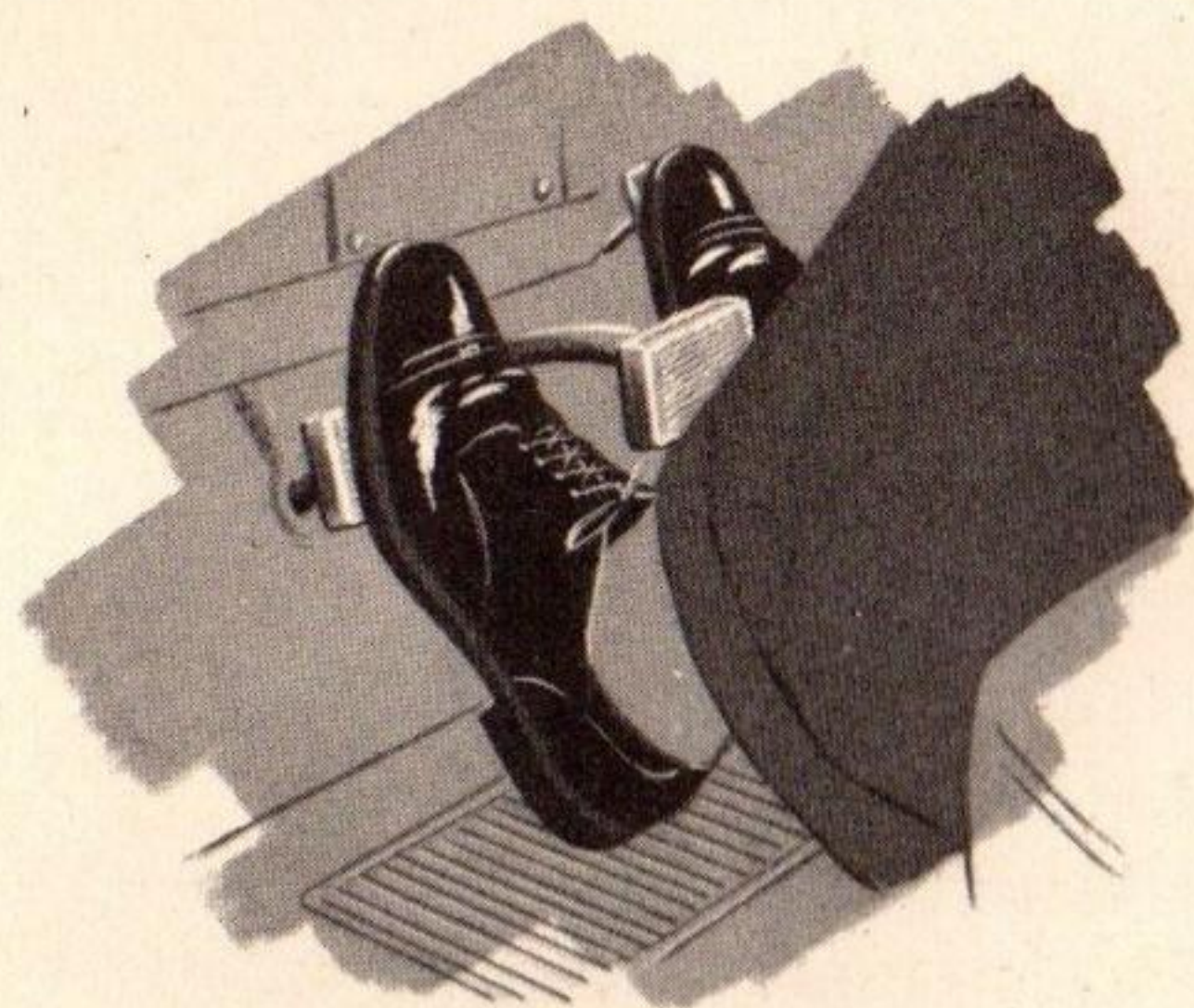
Temperature control regulates the flow of hot water from the engine through the heating core, thus controlling air temperature. (Optional with heater.)



Hand Brake

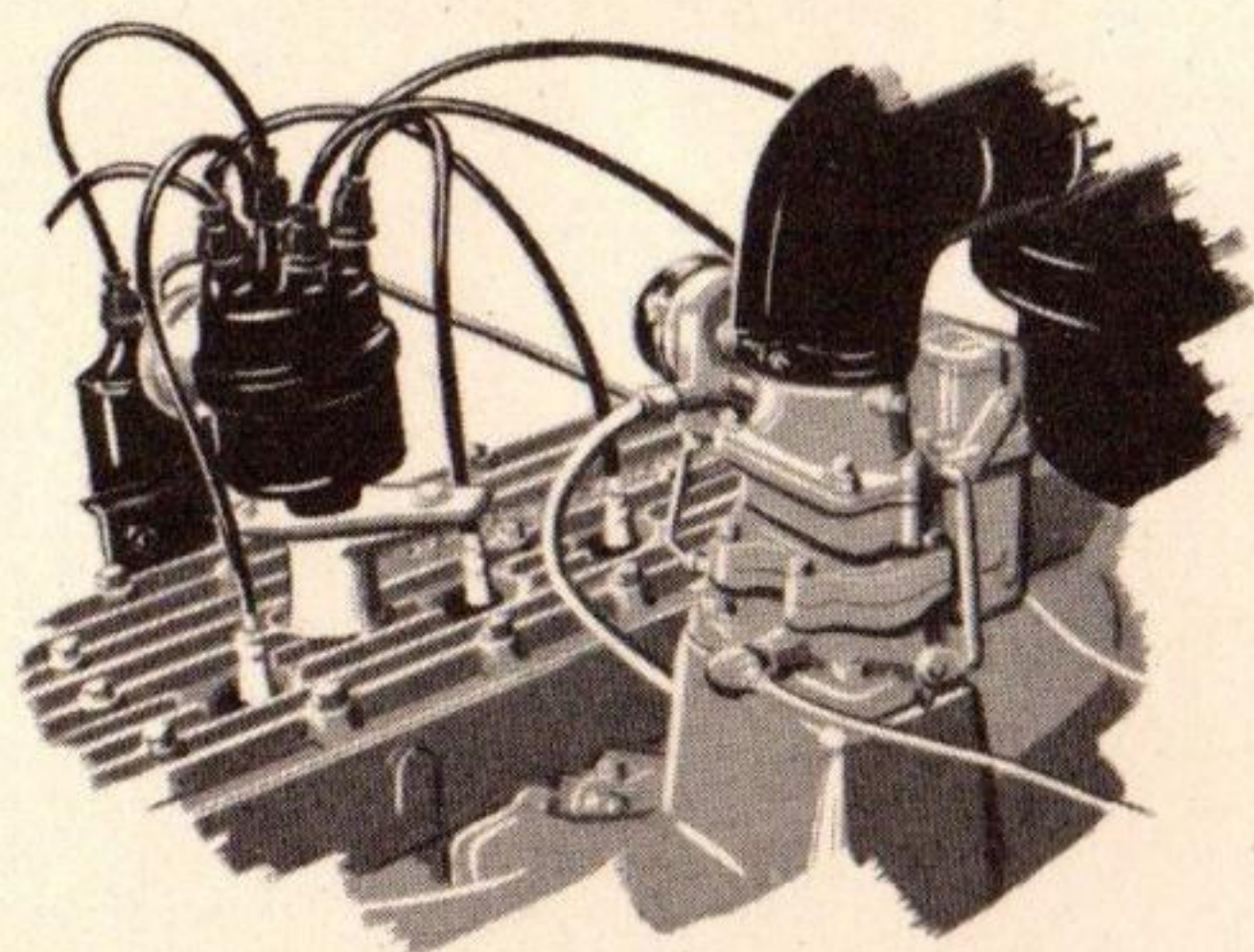
To "set" hand brake pull out the handle. To release—turn the handle to the left. Always set the hand brake when parking.

HOW TO OPERATE YOUR NEW KAISER



Starting the Engine

Be sure the gear shift lever is in neutral. Depress the clutch pedal to avoid transmission gear drag. Turn the ignition switch to "ON", press the starting button and slightly depress the accelerator. Kaiser automatic control will "choke" the engine, raise the idling speed and pass hot exhaust gases around the intake manifold until engine reaches operating temperature. This insures quick starting and fast warm-up with no fuel waste.



Don't's . . .

Don't race the engine. Warm-up is faster at slower speeds and you will avoid damage to working parts before oil can protect them.

Don't ride the clutch pedal. It causes excessive wear and expense.

Don't shift gears without depressing the clutch pedal.

Don't "miss" gears, always shift one-two-three.

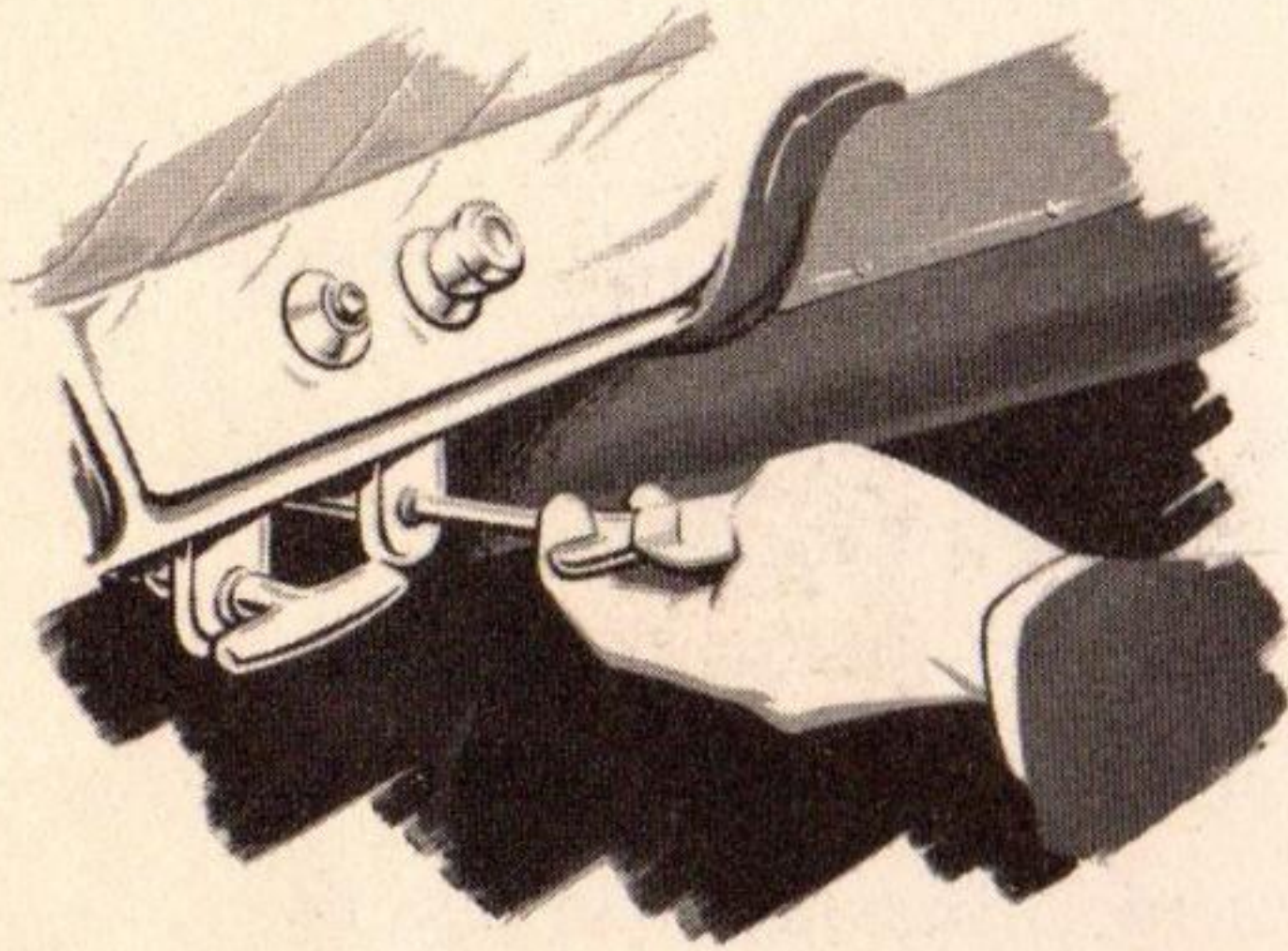
Don't shift too fast from first to second gear, or from second to third. Allow an instant for the gears to synchronize.

Don't run the engine in a closed garage. Carbon monoxide is odorless, colorless and deadly.

Don't exceed 40 M.P.H. until engine is fully warmed-up.

Overdrive

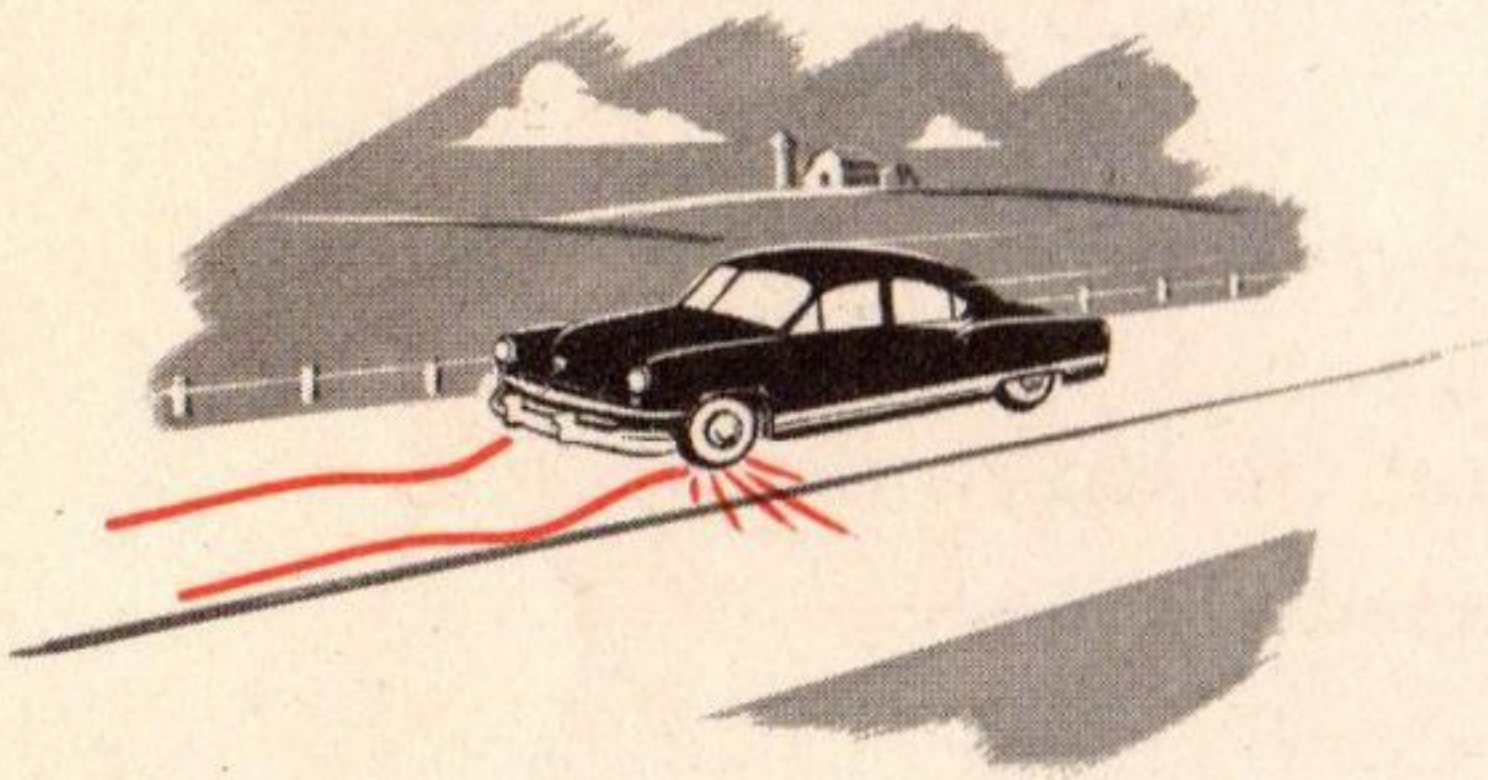
To use overdrive, push the overdrive handle all the way in with car stopped. At any speed above 30 M.P.H. a momentary release of the accelerator will engage the overdrive, reducing engine speed 30%.



Overdrive will disengage when car speed is reduced below 20 M.P.H. Operation below 20 M.P.H. is "coasting", free of engine drag, until car speed is again raised past 30 M.P.H.

While in overdrive, if more power is desired for climbing hills or passing other vehicles, press the accelerator completely to the floor. This operates a "kick down" switch, putting the car back into conventional third speed. Car speed may be reduced, in this case, without re-engaging overdrive by a **very gradual release** of the accelerator. A momentary **full** release of the accelerator will return car to overdrive at speeds above 30 M.P.H.

For conventional drive, pull out the overdrive handle **with the car stopped**. Operation in this position is necessary when pushing or towing the car to start the engine, and is recommended when driving under any hazardous road conditions, especially in snow and ice, or on long steep grades.



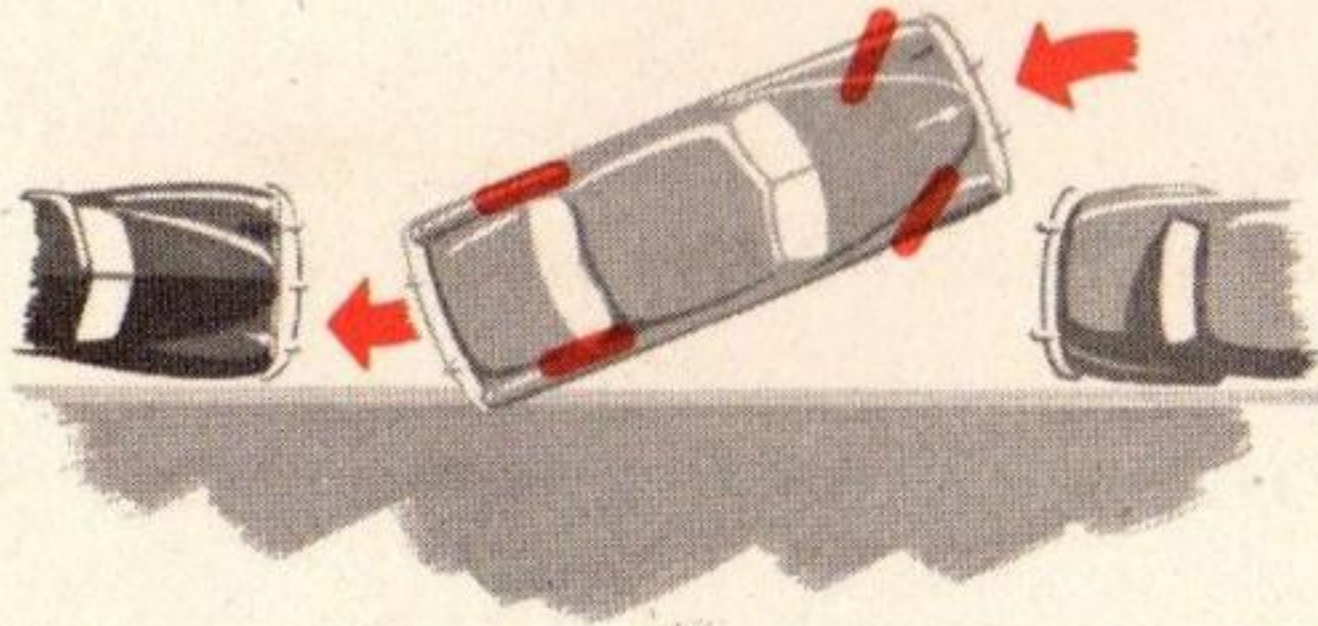
How To Stop

When driving conditions are normal, stop the car slowly and evenly. In an emergency keep increasing brake pressure as car speed decreases. Avoid sliding tires! Keeping clutch engaged enables engine drag to aid deceleration. Always remember that the minimum stopping distance, under good conditions of road, brakes and driver, is 77 feet, or $4\frac{1}{2}$ car lengths at 30 miles per hour. At 50 miles per hour the distance increases to 190 feet, or over 11 car lengths, and at 80 miles per hour it takes 440 feet or nearly 26 car lengths to bring your ton and a half of steel to the quickest

possible stop. Add 200 feet for wet pavement and 700 feet for snow and ice at 80 miles per hour!

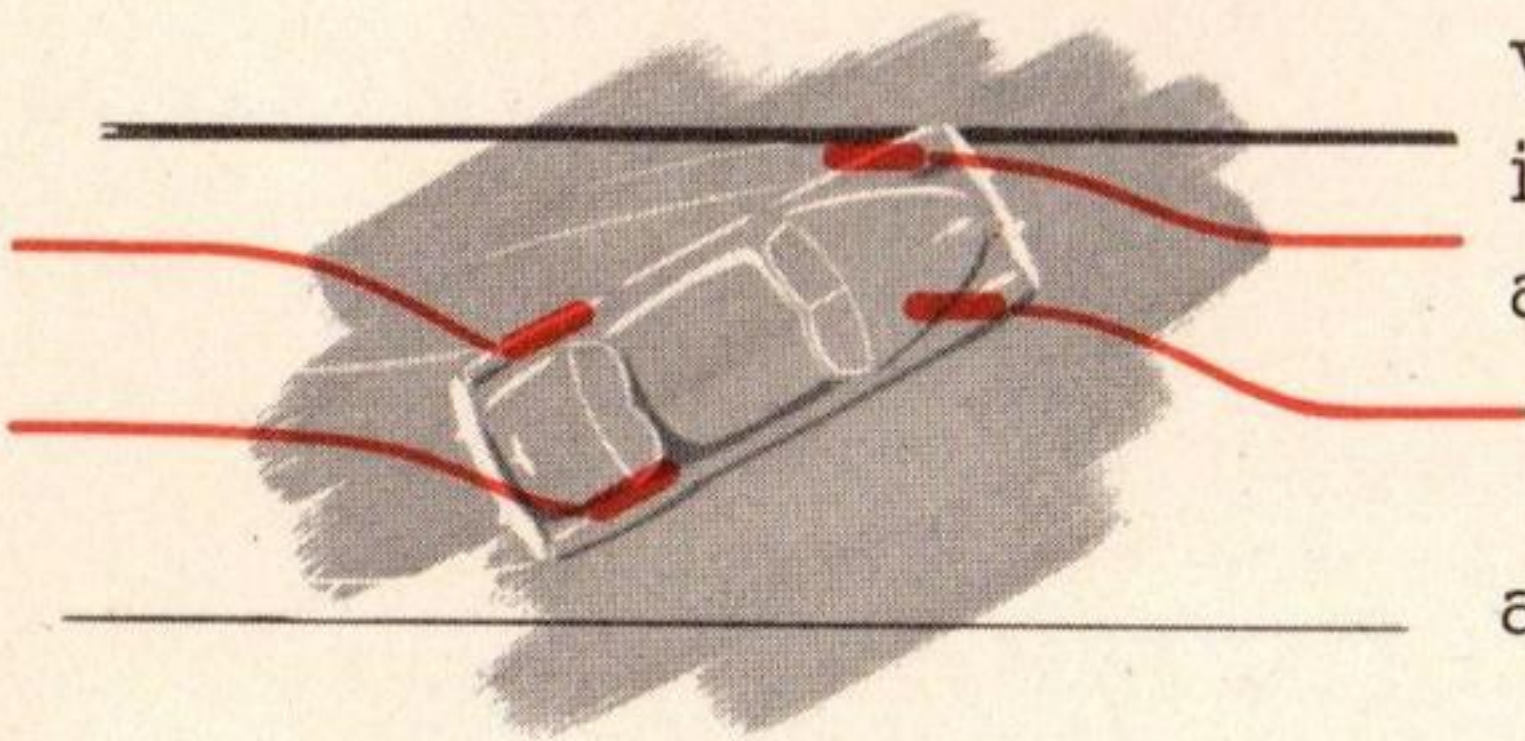
In case of "blowout", keep the car **straight** as possible and **gradually** stop **out of traffic**.

How To Park



Drive past the space selected until even with the car ahead. Turn wheels to right and back car until rear of parked car is about at your windshield. Straighten wheels and back until your front bumper is about opposite rear bumper of parked car. Turn wheels to left and back until parallel to curb. If space is short, turn wheels again to right and move car forward into proper position. Set hand brake. When parking on an incline, turn the front wheels so any movement of the car downhill will place a wheel against the curb. **Set hand brake! Never park in traffic lanes** on city streets or country highways.

Winter Driving Suggestions



Drive slowly until engine temperature reaches normal driving range. Keep your gasoline tank as full as possible. If your driving is generally in the city, an occasional drive in the country at highway speed is recommended. This eliminates moisture and other impurities from the crankcase normally resulting from slow stop-and-go driving.

If door lock freezes, thaw it out by heating the key with a match and inserting it in the lock.

When car is stopped on a very slippery surface, start it in second, or even third speed. Engage the clutch very slowly. Do

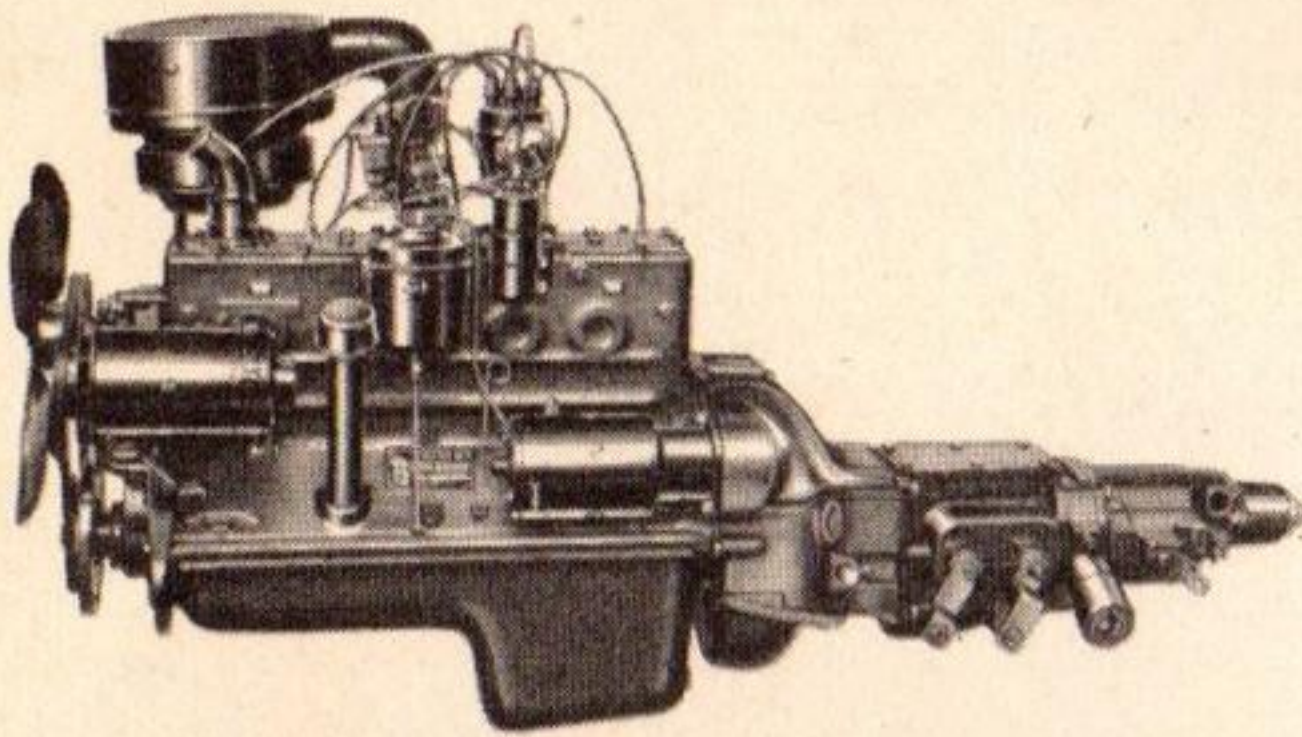
not race engine or spin the wheels. It may be necessary to "rock" the car slowly backward and forward to attain momentum.

Skidding of the car may generally be corrected by turning the front wheels in the direction of the skid. **Don't try to stop quickly!**

On ice, snow or slippery roads, operate car in conventional drive. Apply brakes slowly with intermittent pumping action to keep car straight and wheels turning. A rolling tire has far more traction than a sliding one! Following these common sense rules will give longer life to brakes, tires, and **you!**

Engine Break-In Period

Your great new Kaiser Supersonic engine is factory adjusted to give maximum performance and economy using regular grades of reputable brands of gasoline. Your Kaiser's low cost performance through the years will be affected a great deal, however, by the care you give it during the first few hundred miles.



The First 2500 Miles

Do not race the engine. Avoid unnecessary speed in first or second gear.

Break-In Speeds

- 0- 400 miles—Do not exceed 40 M.P.H.
- 400- 600 miles—Do not exceed 50 M.P.H.
- 600-1000 miles—Do not exceed 60 M.P.H.

Do not drive at sustained speeds above 60 M.P.H. for the first 1000 to 2500 miles. Change oil at 500 miles, after that every 2000 miles under normal operating conditions.

Changing Oil Filter

The engine oil is constantly circulated through an oil filter to remove dust, carbon and other foreign particles. Under normal conditions the filter should be replaced every 10,000 miles. However, if the dipstick shows evidence of dirty oil, change filter more often.

Cleaning Air Cleaner

The air cleaner on your new Kaiser is of the "oil bath" type. It should be cleaned and serviced every 2000 miles, more often if car is operated over dusty or sandy roads. Use same oil as for the engine.

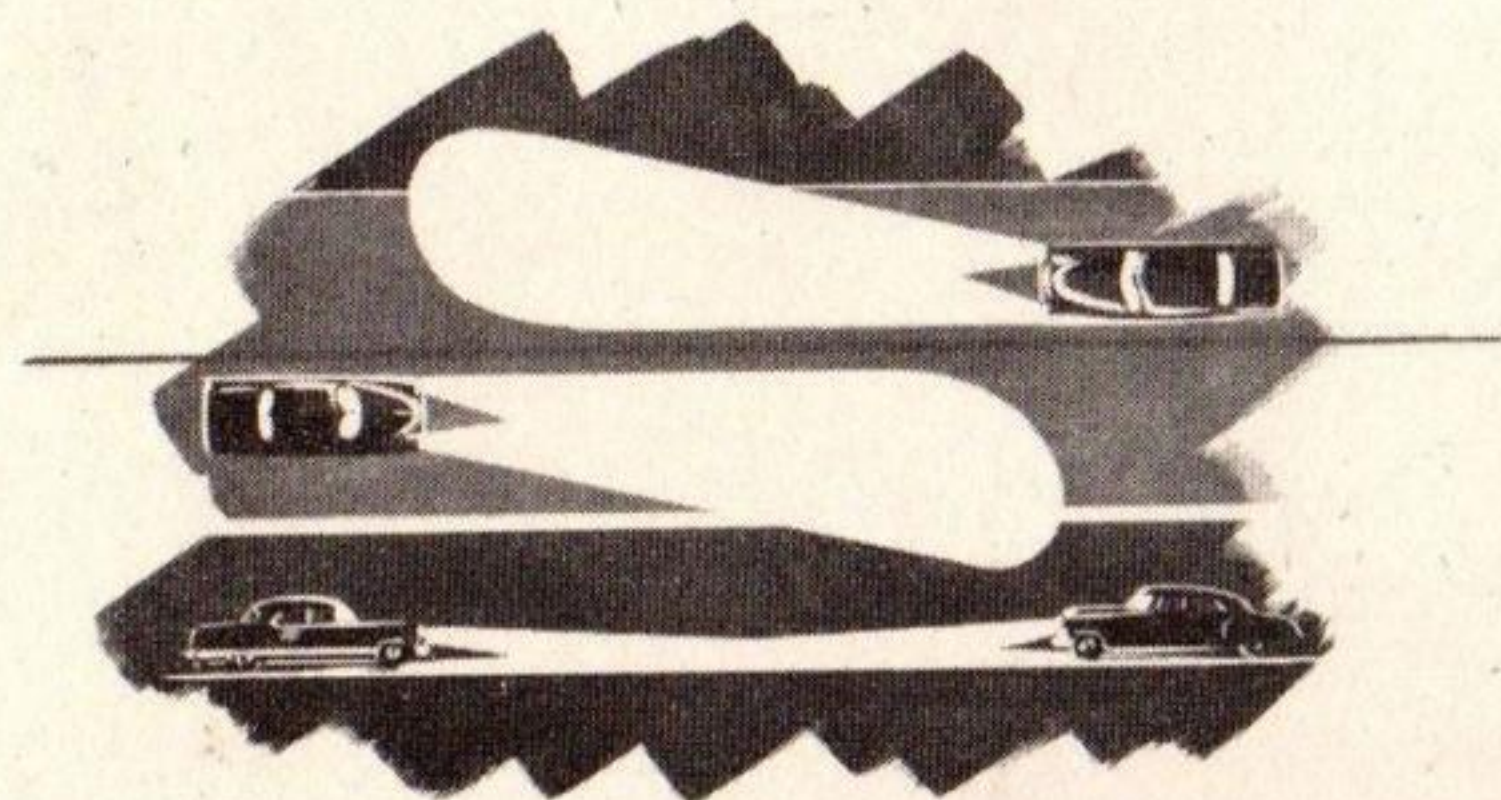
Courtesies and Safeguards

Use "low-beam" headlights for night driving in city and heavy traffic. Always switch to "low-beam" when meeting cars on country highways.

Do not come too close to the car ahead when stopping. Your heater blower may fill your car with fumes from its exhaust.

When necessary to drive through heavy mud, keep the car going! If stuck in heavy sand, deflate the tires about 10 pounds. This will broaden the tread and should enable you to get out. Re-inflate tires at once.

Always let the "other fellow" know what you are going to do. Courtesy may save a life. It could be yours!



COOLING

The Kaiser "pressurized" cooling system has a capacity of 14½ quarts with heater. To inspect coolant level, turn the filler cap counter-clockwise to the first stop. This releases any pressure through the overflow pipe as a safety measure. When pressure is eliminated, turn cap to the second stop and remove. Keep coolant level approximately one inch below the bottom of the filler pipe to avoid expansion losses. **Never pour cold fluids into, nor completely drain an overheated engine.** A cracked or warped cylinder block may result. For adding anti-freeze, draining by means of the drain cock at the bottom of the radiator is sufficient. For complete draining also open the drain cock on the engine block and remove the top heater hose. **Use an alcohol or ethylene-glycol base anti-freeze only.**

ANTI-FREEZE CHART

COOLING SYSTEM CAPACITY QUARTS	FOR PROTECTION DOWN TO	ADD QTS. METHYL ALCOHOL	ADD QTS. ETHYLENE GLYCOL	ADD QTS. ETHYL ALCOHOL
13.5	0° F.	3.5	4.5	5
	—10° F.	4.5	5.5	6
	—20° F.	5.0	6.0	7
14.5	0° F.	4.0	5.5	6
(Hot Water	—10° F.	5.0	6.5	7
Heater)	—20° F.	6.0	7.0	8

LUBRICATION CHART

1951 KAISER • MODELS 511-512

● 1,000 ● 2,000 ○ 10,000 ○ 20,000

FRONT WHEEL BEARINGS

Remove, Clean, Repack with Wheel Bearing Grease. See text.

STEERING IDLER LEVER

1 Fitting. Use Chassis Lubricant. Apply with pressure gun.

TIE ROD JOINTS

4 Fittings. Use Chassis Lubricant. Apply with pressure gun.

GENERATOR

2 Oil Cups, 4-5 Drops Ea. Use Engine Oil.

SUSPENSION BUSHING

4 Fittings. Use Chassis Lubricant. Apply with pressure gun.

STEERING KNUCKLE

2 Fittings. Use Chassis Lubricant. Apply with pressure gun.

CRANKCASE FILLER TUBE

Drain and refill with 5 quarts engine oil. See text.

BREATHER CAP

Wash in kerosene, dry and dip in same oil as used in engine.

OIL DIP STICK

Check oil level when refueling. See text.

STEERING GEAR

Check, Refill with Steering Gear Lubricant. Maintain lubricant level to filler hole.

GEAR SHIFT HOUSING

Check and refill with Chassis Lubricant if shift is sticky.

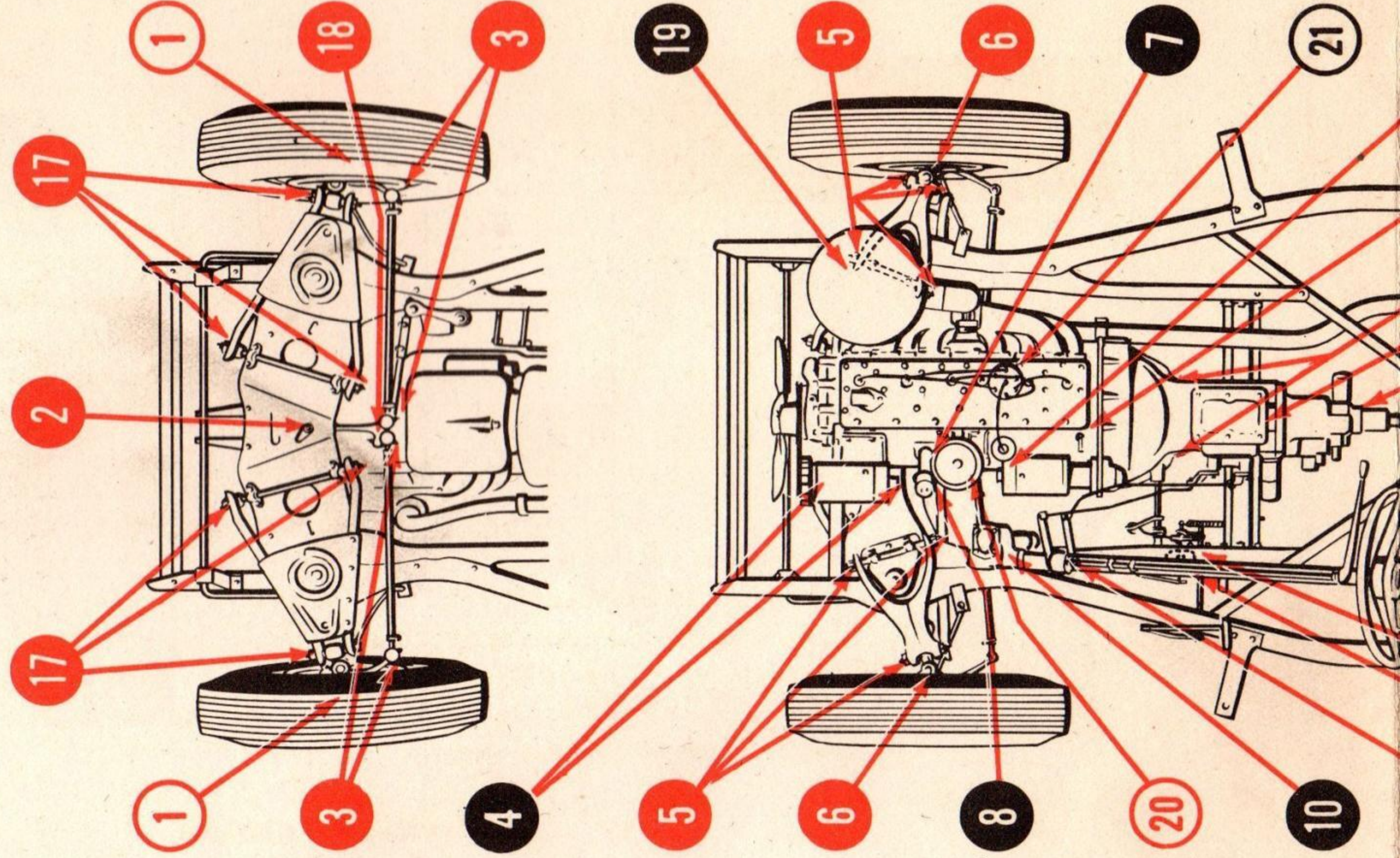
BRAKE PEDAL

1 Fitting. Use Chassis Lubricant. Apply with pressure gun.

BRAKE MASTER CYLINDER

Check, Refill with Hydraulic Brake Fluid. Maintain fluid level to 1/4" below filler hole. See text.

REAR SPRING COVER



LUBRICATION CHART

1951 KAISER • MODELS 511-512

● 1,000 ● 2,000 ○ 10,000 ○ 20,000

FRONT WHEEL BEARINGS

Remove, Clean, Repack with Wheel Bearing Grease. See text.

STEERING IDLER LEVER

1 Fitting. Use Chassis Lubricant. Apply with pressure gun.

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4 Fittings. Use Chassis Lubricant. Apply with pressure gun.

STEERING KNUCKLE

2 Fittings. Use Chassis Lubricant. Apply with pressure gun.

CRANKCASE FILLER TUBE

Drain and refill with 5 quarts engine oil. See text.

BREATHER CAP

Wash in kerosene, dry and dip in same oil as used in engine.

OIL DIP STICK

Check oil level when refueling. See text.

STEERING GEAR

Check, Refill with Steering Gear Lubricant. Maintain lubricant level to filler hole.

GEAR SHIFT HOUSING

Check and refill with Chassis Lubricant if shift is sticky.

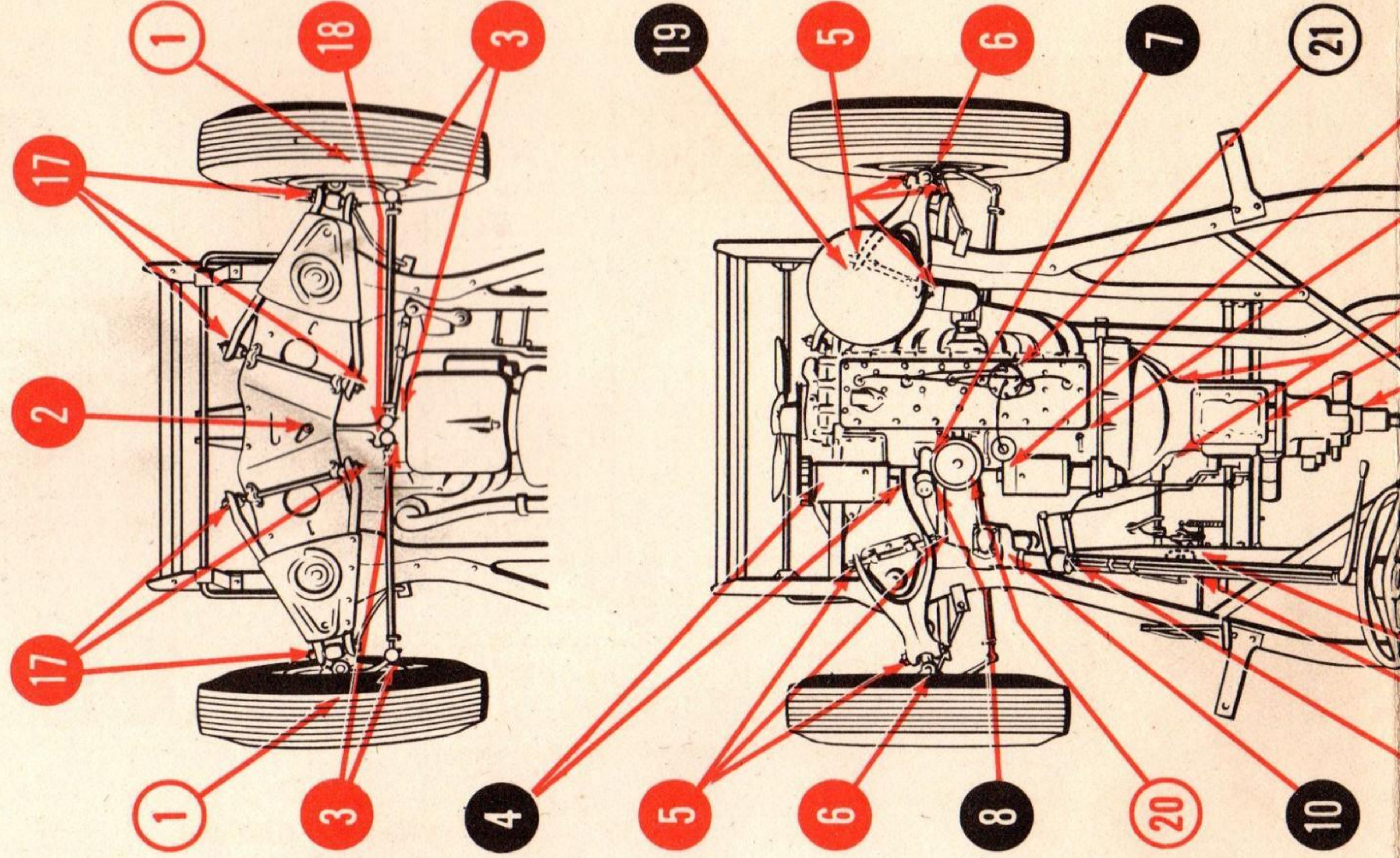
BRAKE PEDAL

1 Fitting. Use Chassis Lubricant. Apply with pressure gun.

BRAKE MASTER CYLINDER

Check, Refill with Hydraulic Brake Fluid. Maintain fluid level to $\frac{1}{4}$ " below filler hole. See text.

REAR SPRING COVER



Use Graphite Grease to stop squeak. See text.

REAR AXLE
Check, Refill with Hypoid Gear Lubricant. Maintain lubricant level to filler hole. See text.

REAR WHEEL BEARINGS
Use Wheel Bearing Grease. Remove plug. Install fitting. Apply with low pressure gun. See text.

SUSPENSION BUSHINGS
6 Fittings. Use Chassis Lubricant. Apply with pressure gun.

DRAG LINK
2 Fittings. Use Chassis Lubricant. Apply with pressure gun.

AIR CLEANER
Remove, Clean, and Refill Sump with one pint of Engine Oil. See text.

OIL FILTER
Replace. Engine oil refill 6 qts. when filter is replaced. See text.

DISTRIBUTOR
5 Points. Refill Reservoir with Engine Oil at 20,000 miles only—other 4 points at 2,000 miles. See text.

STARTING MOTOR
1 Oil Cup, 4-5 Drops of Engine Oil.

CLUTCH CROSS SHAFT
2 Fittings. Use Chassis Lubricant. Apply with pressure gun.

TRANSMISSION
Check, Refill with Transmission Gear Lubricant. Maintain lubricant level to filler hole. See text.

OVERDRIVE
Check, Refill with Transmission Gear Lubricant. Maintain lubricant level to filler hole. See text.

PROP. SHAFT "U" JOINT
2 Fittings. Use Chassis Lubricant. Apply with pressure gun.

RECOMMENDED SEASONAL GRADES

ENGINE OIL

Engine—Above 32° use S.A.E. 20 or 20W
+32° to +10° use S.A.E. 20W
+10° to -10° use S.A.E. 10W
Below -10° use 5W

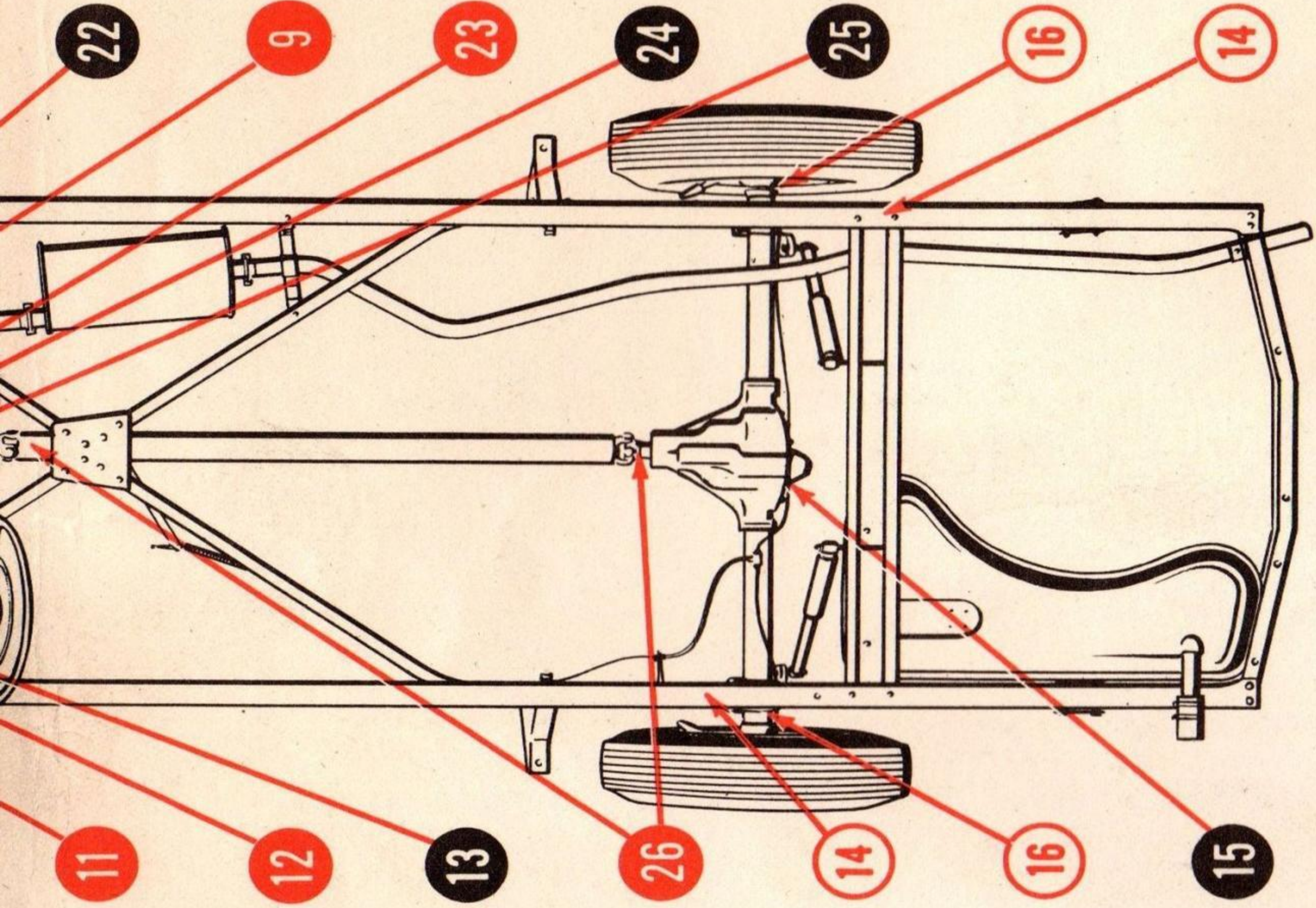
Select oil for lowest expected temperature.

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



CHASSIS LUBRICANT—Use NLGI No. 1—Below 32° use No. 0.

TRANSMISSION GEAR LUBRICANT—Use S.A.E. 80, except when high temperatures prevail, then use S.A.E. 90.

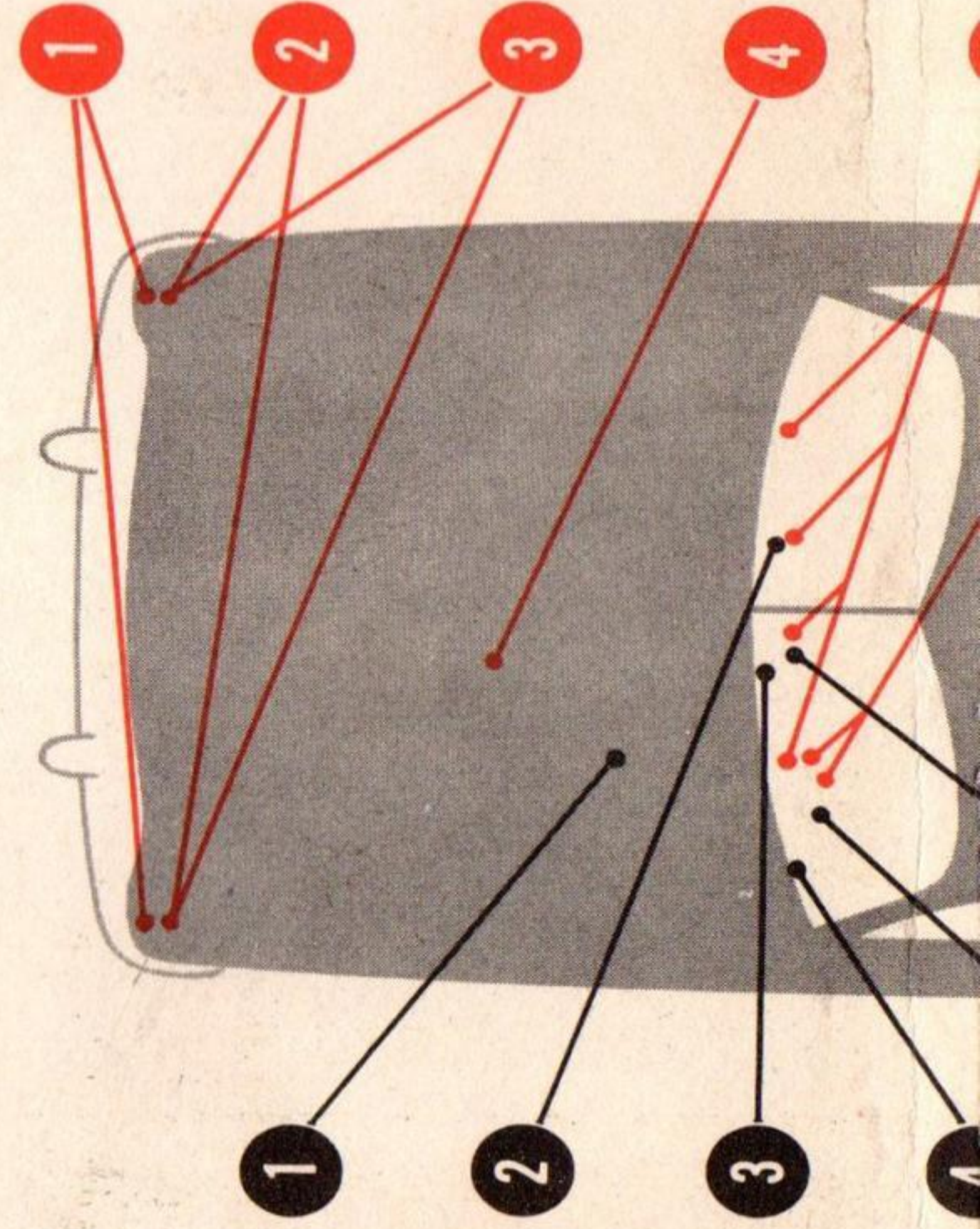
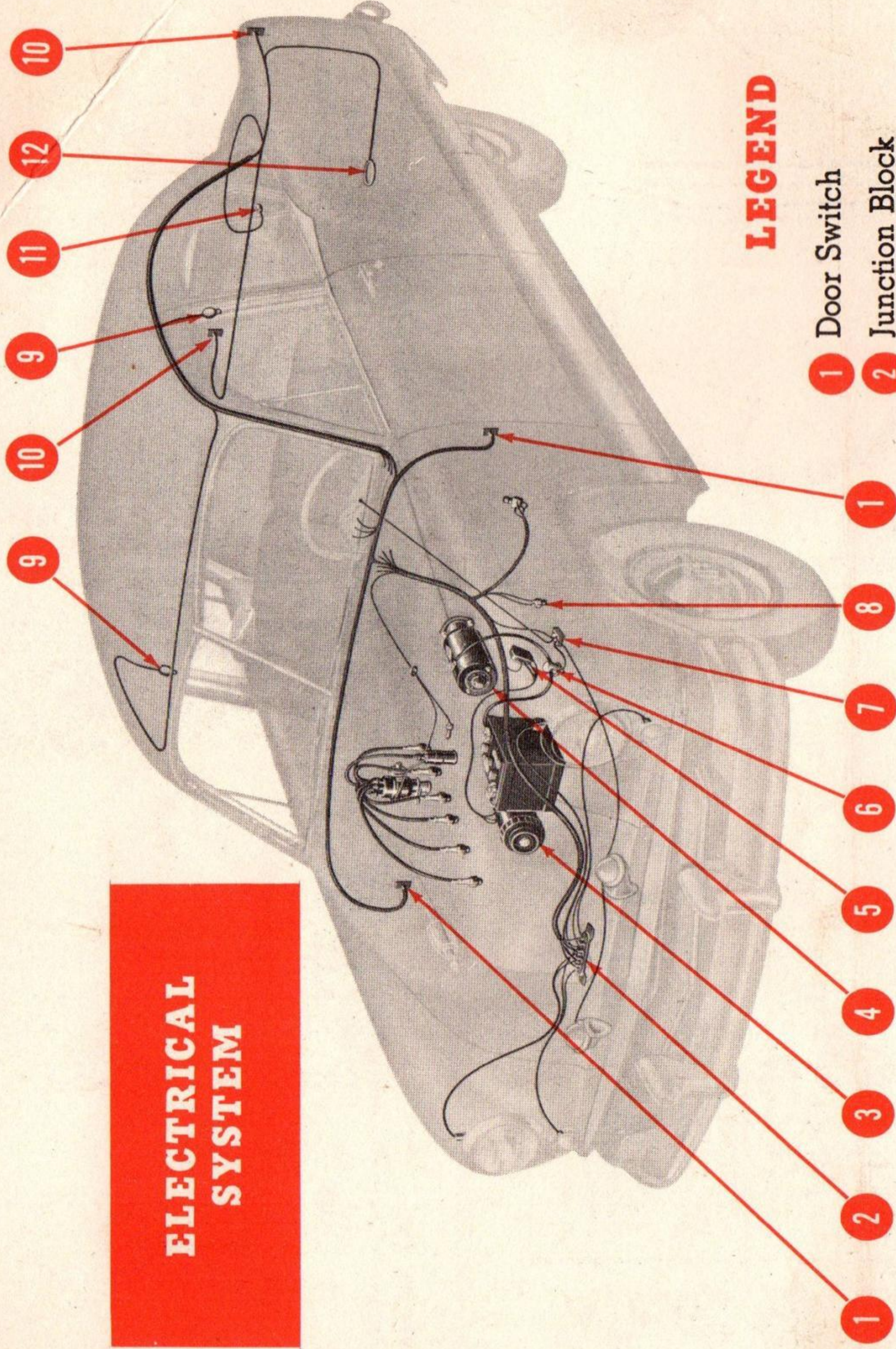
HYPOID GEAR LUBRICANT—Use S.A.E. 90, except when extremely low temperatures prevail, then use S.A.E. 80.

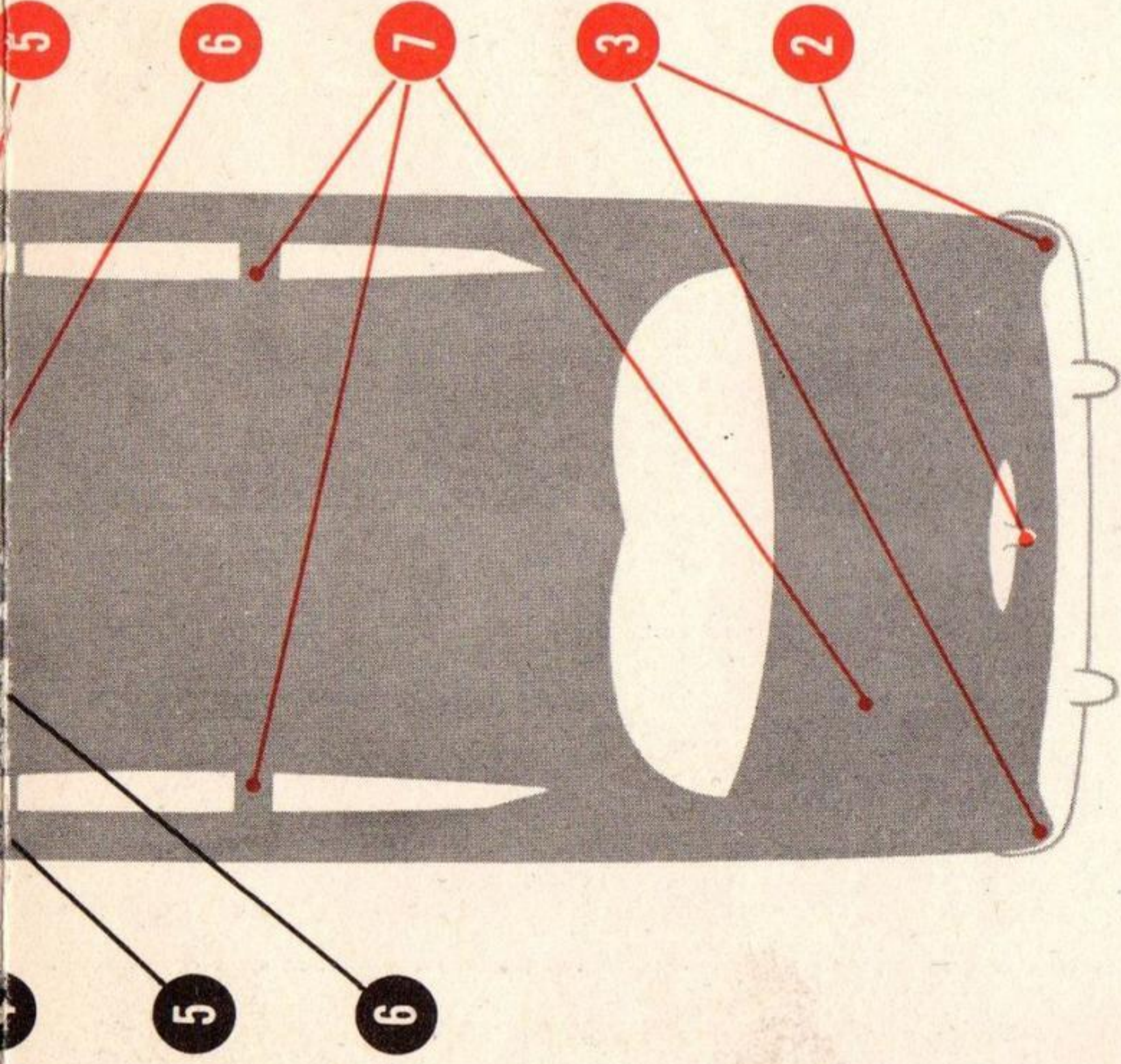
STEERING GEAR LUBRICANT—Use S.A.E. 90.

GRAPHITE GREASE—Use NLGI No. 1.

WHEEL BEARING GREASE—Use NLGI No. 2.

ELECTRICAL SYSTEM





LIGHT CHART

	Location or Use	Watts or Candlepower	Trade Number
1	Head Light.....	45-35 Watts	4030
2	Parking, License Plate.....	3 CP	63
3	Parking, Tail, Stop, Direction Signal....	21-3 CP	1158
4	Under Hood.....	21 CP	1129
5	Instrument Panel, Radio Dial, Clock, Glove Box.....	2 CP	55
6	High Beam Indicator, Turn Signal Pilots	1 CP	51
7	Pillar, Trunk.....	6 CP	81

CIRCUIT PROTECTION

Name or Use	Location	Amp.	Trade Number
1 Overdrive Relay.....	Front of Dash, Above Hand Brake Cable.....	20	SFE-20
2 Radio Dial Light.....	In line, under Instrument Panel, near Radio.....	14	SFE-14
3 Heater.....	In line, under Instrument Panel, near Ignition Switch.....	14	SFE-14
4 Head Lights.....	On Head Light Switch.....	30	Thermal, Auto- matic reset Circuit Breaker
5 Rear Seat Cigarette Lighter	In Line, Near Ammeter, or Source of Current.....	30	SFE-30
6 Radio.....	In line, under Instrument Panel, near Radio.....	14	SFE-14

Use Graphite Grease to stop squeak. See text.

REAR AXLE

Check, Refill with Hypoid Gear Lubricant. Maintain lubricant level to filler hole. See text.

REAR WHEEL BEARINGS

Use Wheel Bearing Grease. Remove plug. Install fitting. Apply with low pressure gun. See text.

SUSPENSION BUSHINGS

6 Fittings. Use Chassis Lubricant. Apply with pressure gun.

DRAG LINK

2 Fittings. Use Chassis Lubricant. Apply with pressure gun.

AIR CLEANER

Remove, Clean, and Refill Sump with one pint of Engine Oil. See text.

OIL FILTER

Replace. Engine oil refill 6 qts. when filter is replaced. See text.

DISTRIBUTOR

5 Points. Refill Reservoir with Engine Oil at 20,000 miles only—other 4 points at 2,000 miles. See text.

STARTING MOTOR

1 Oil Cup, 4-5 Drops of Engine Oil.

CLUTCH CROSS SHAFT

2 Fittings. Use Chassis Lubricant. Apply with pressure gun.

TRANSMISSION

Check, Refill with Transmission Gear Lubricant. Maintain lubricant level to filler hole. See text.

OVERDRIVE

Check, Refill with Transmission Gear Lubricant. Maintain lubricant level to filler hole. See text.

PROP. SHAFT "U" JOINT

2 Fittings. Use Chassis Lubricant. Apply with pressure gun.

RECOMMENDED SEASONAL GRADES

ENGINE OIL

Engine—Above 32° use S.A.E. 20 or 20W
+32° to +10° use S.A.E. 20W
+10° to -10° use S.A.E. 10W
Below -10° use 5W

Select oil for lowest expected temperature.

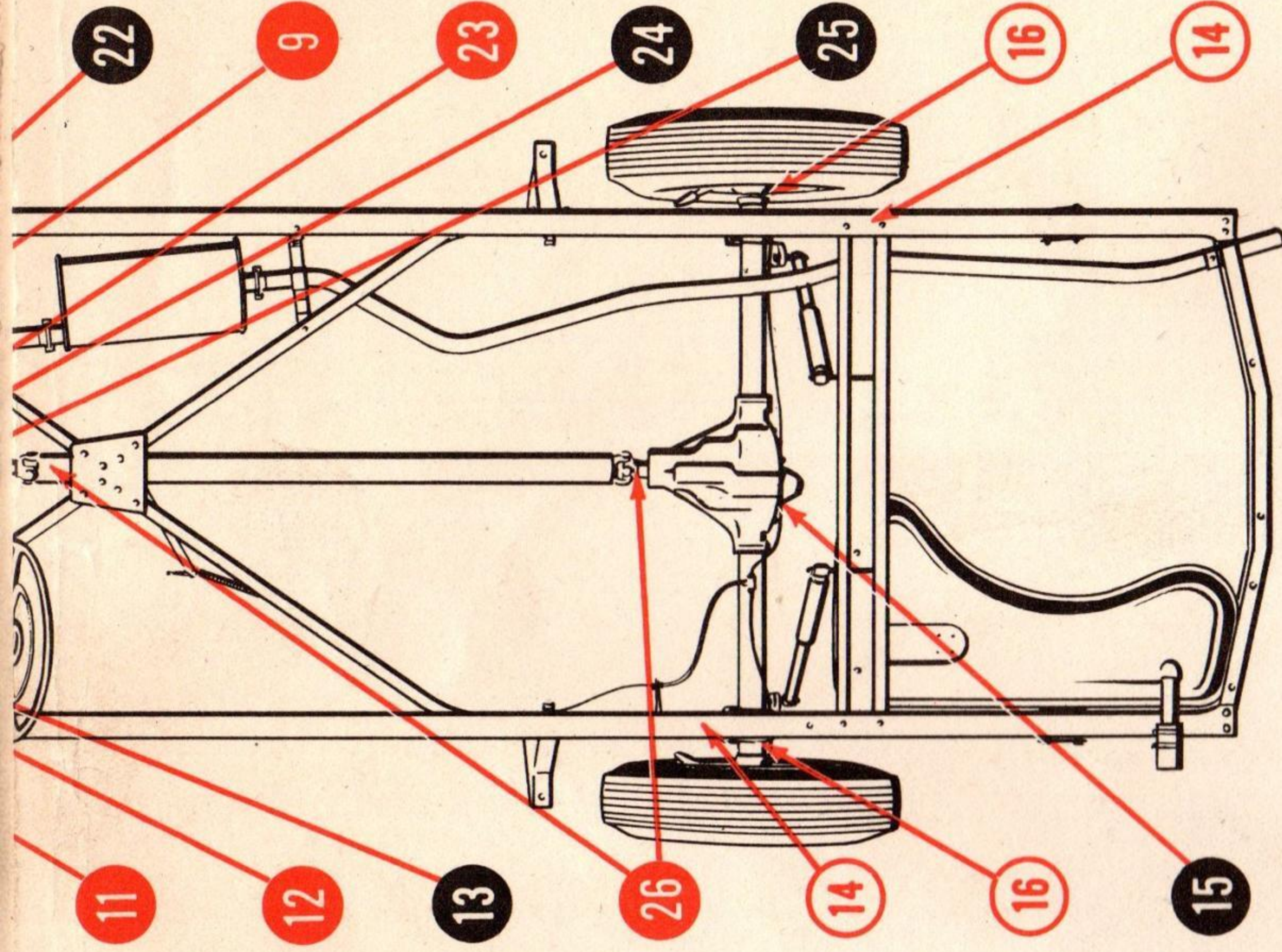
Generator—S.A.E. 10W

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



CHASSIS LUBRICANT—Use NLGI No. 1—Below 32° use No. 0.

TRANSMISSION GEAR LUBRICANT—Use S.A.E. 80, except when high temperatures prevail, then use S.A.E. 90.

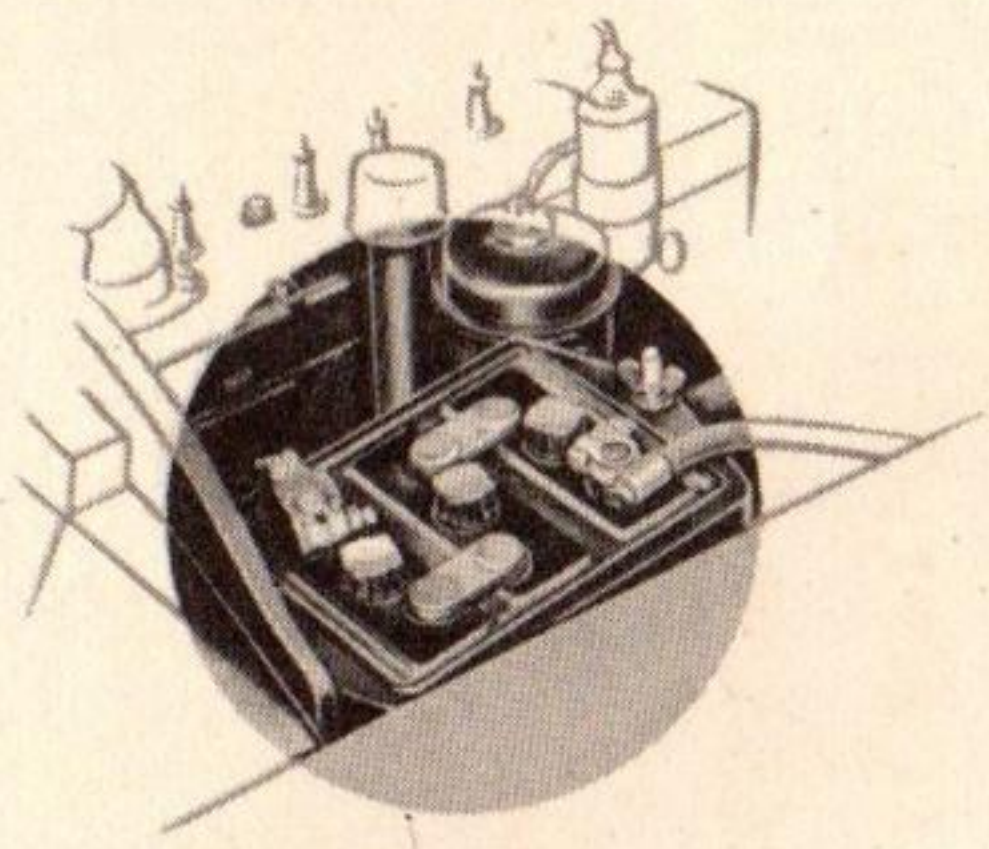
HYPOID GEAR LUBRICANT—Use S.A.E. 90, except when extremely low temperatures prevail, then use S.A.E. 80.

STEERING GEAR LUBRICANT—Use S.A.E. 90.

GRAPHITE GREASE—Use NLGI No. 1.

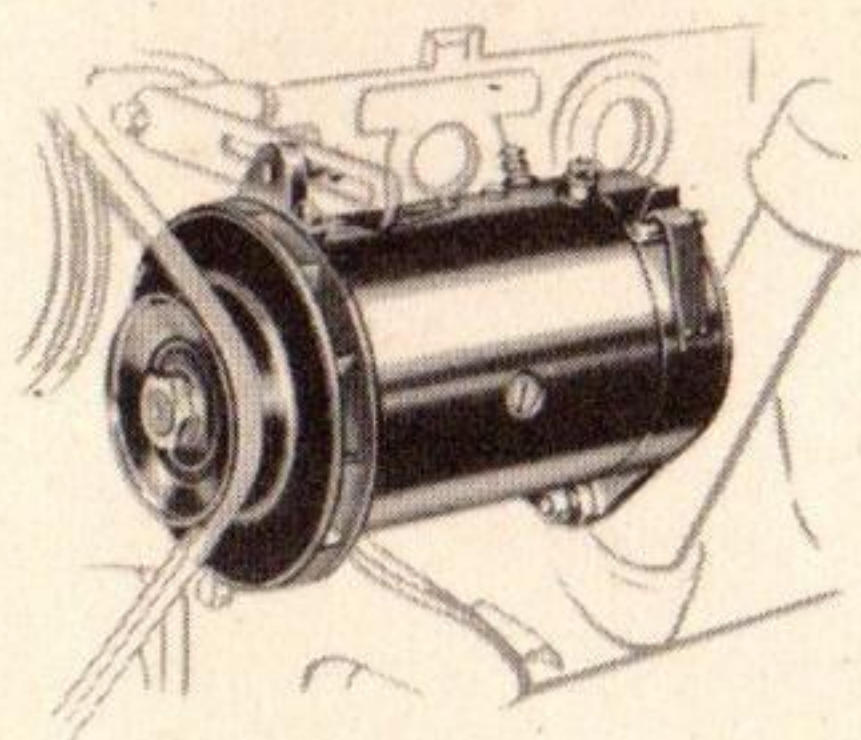
WHEEL BEARING GREASE—Use NLGI No. 2.

ELECTRICAL



Battery

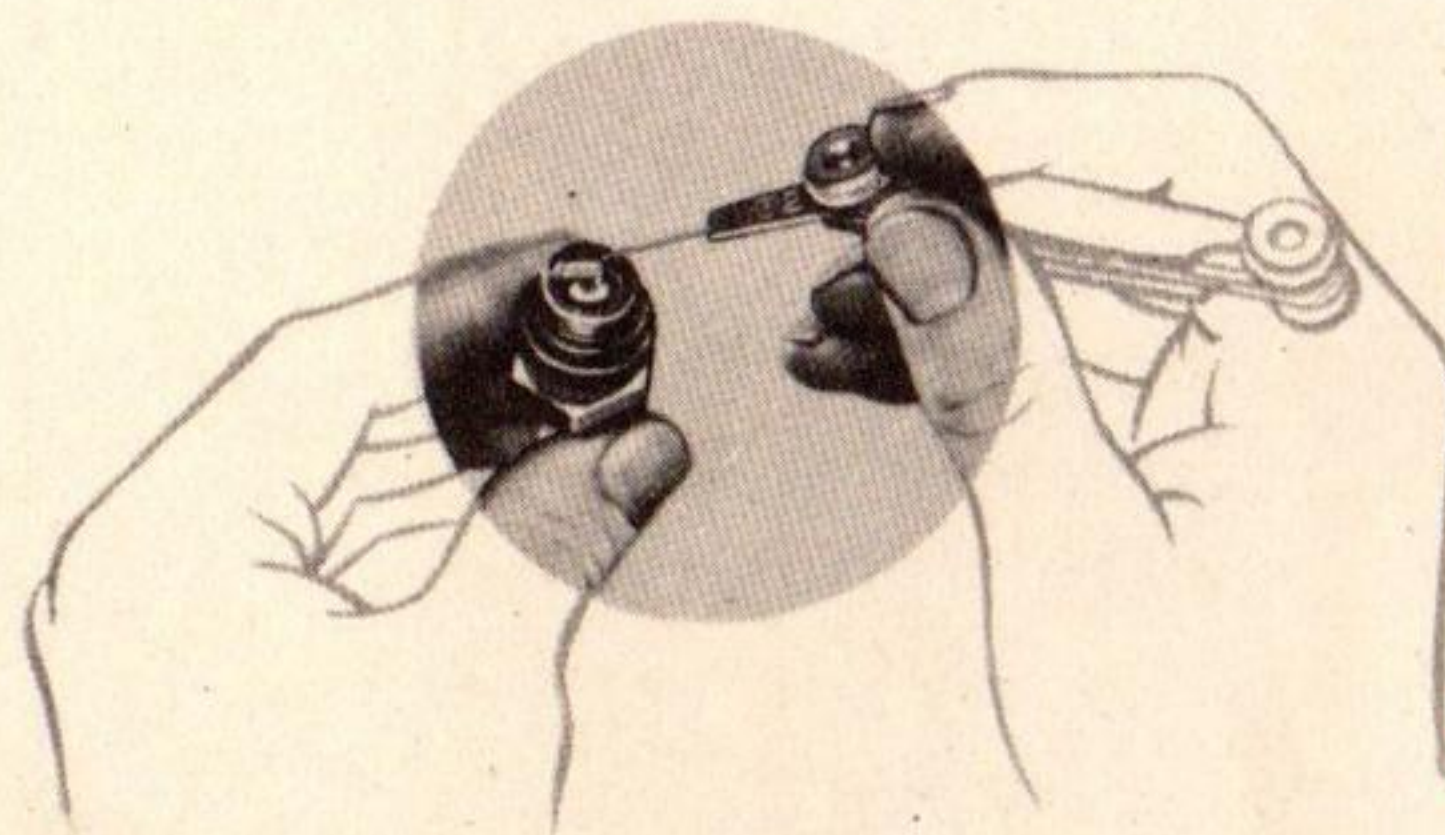
The function of the battery is to store the power delivered by the generator until it is needed to operate the car. Keep battery terminals clean and tight and the level of fluid in each cell approximately $\frac{1}{4}$ inch above the plates. A fully charged battery will not freeze and provides a hotter spark and faster turnover for your engine in cold weather.



Generator

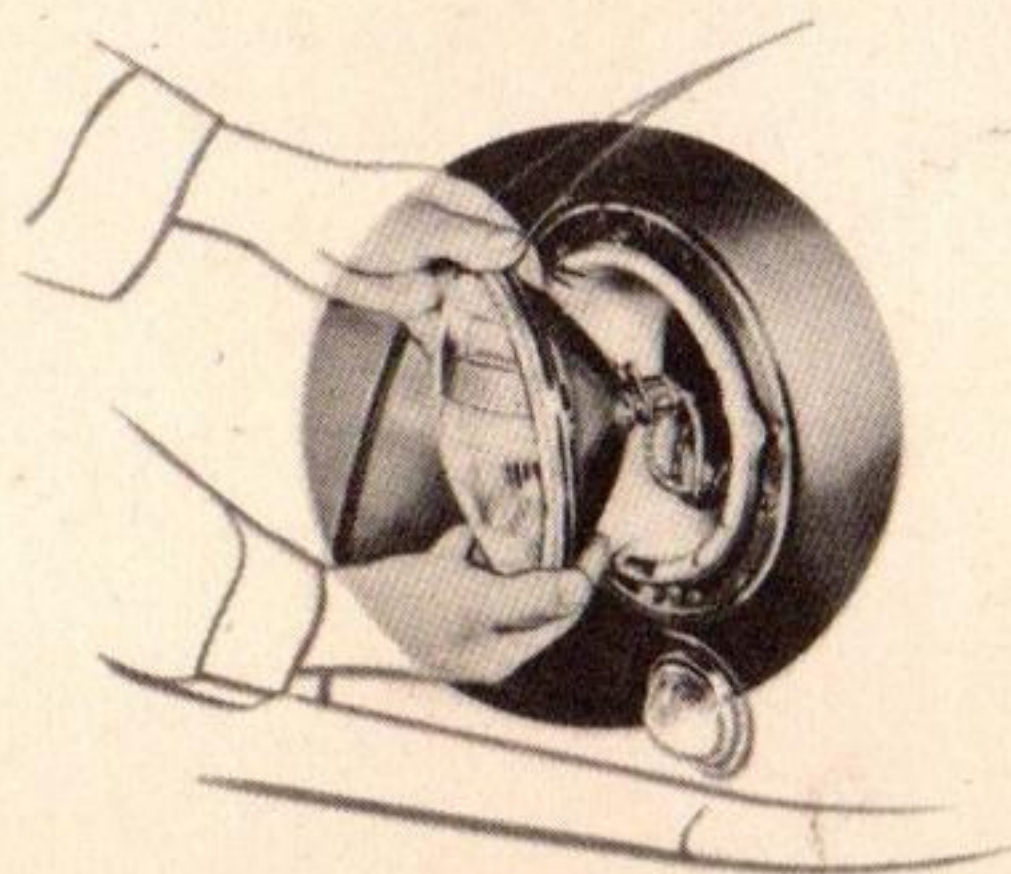
The generator delivers electric power to the storage battery. It is controlled by a reliable voltage regulator.

Proper belt tension must be maintained and should be checked by your Kaiser service man every 10,000 miles. Check the generator brushes at the same time and replace if worn.



Spark Plugs

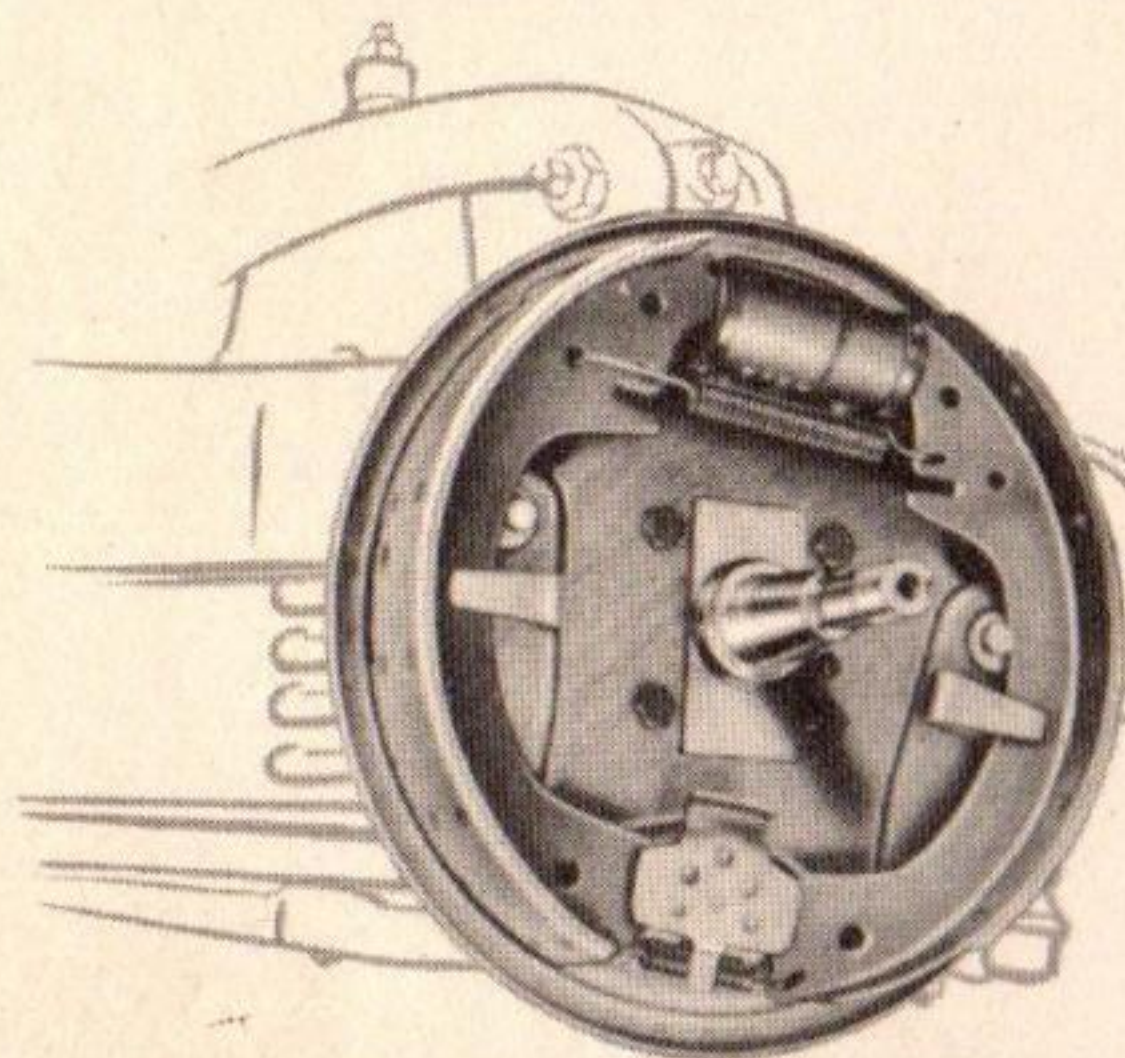
For maximum gasoline mileage and quick starting, the spark plugs should be kept clean. Your service man should remove carbon deposits on the electrodes and adjust the gap to .032 inch by moving the side electrode only. Plugs should be checked every 3000 to 4000 miles and replaced every 10,000 miles. Keep the outside porcelain wiped clean to aid starting in wet weather.



Headlights

The headlights are powerful "Sealed Beam" units requiring no service beyond external cleaning of the lens and periodic checking for proper aim. Each unit has two filaments to give high or low beam when the foot switch is depressed. "High Beam" shows a red light over the speedometer. Use of a headlight circuit breaker rather than a conventional fuse insures a safe, intermittent driving light until any trouble can be corrected.

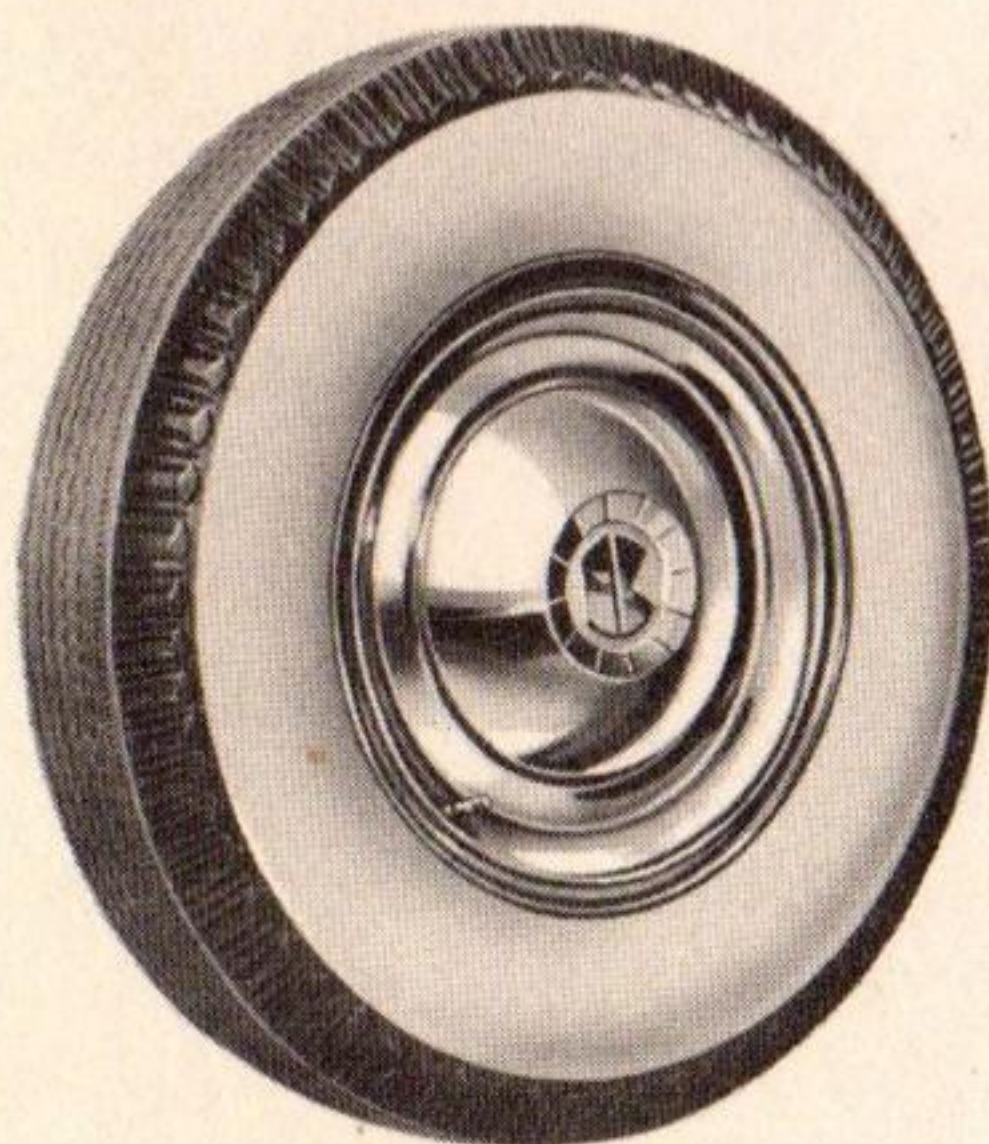
BRAKES



The service brakes are powerful, smooth-acting hydraulic units on all four wheels. "Floating" type brake shoes and cast alloy-iron steel-backed brake drums assure maximum trouble-free performance.

A hand brake for parking operates on both rear wheels independently of the service brakes. It is "set" by pulling out the brake handle on the instrument panel, **released** by a left turn. For adjustment on either system we suggest a visit to your Kaiser service man.

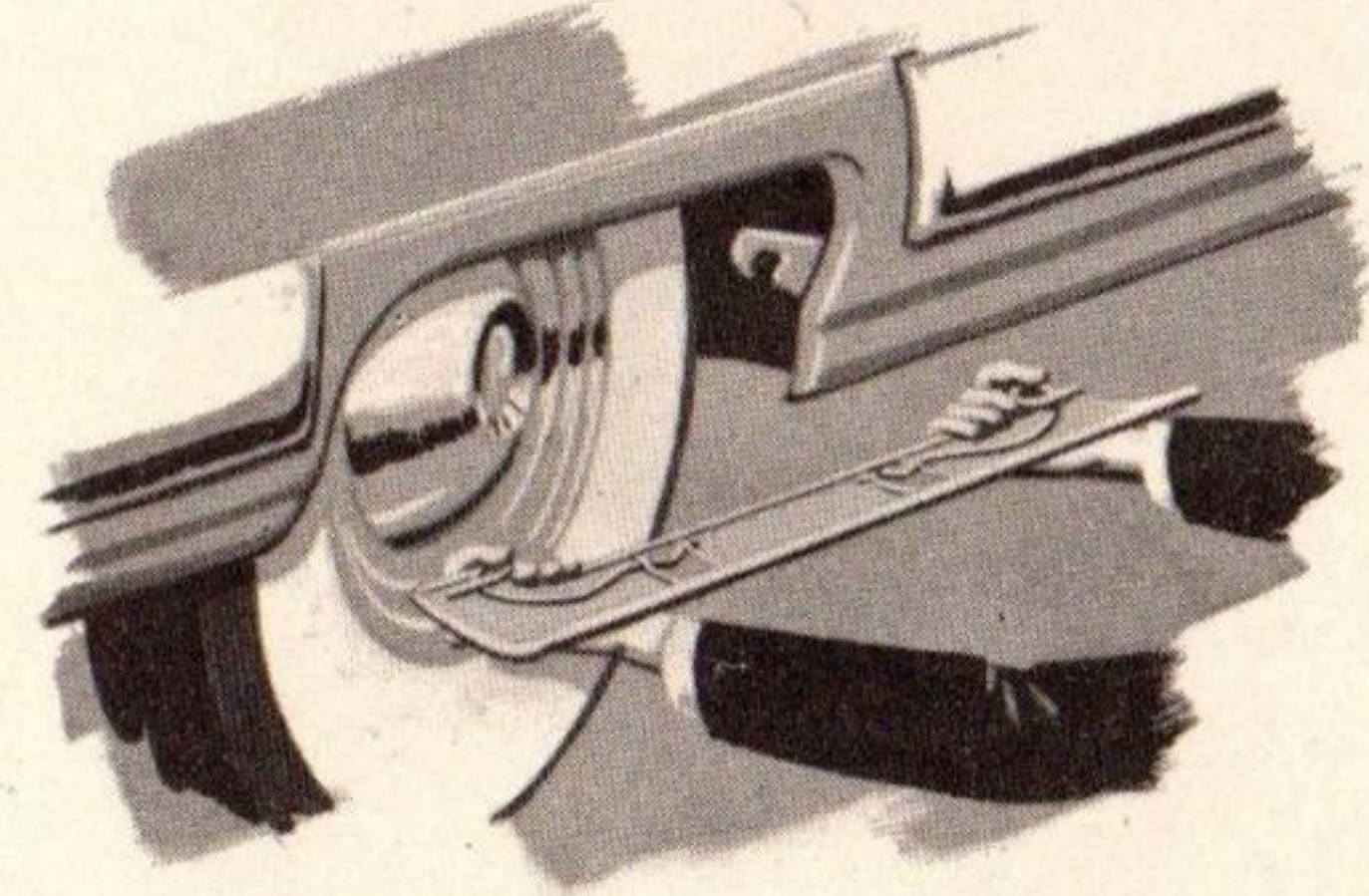
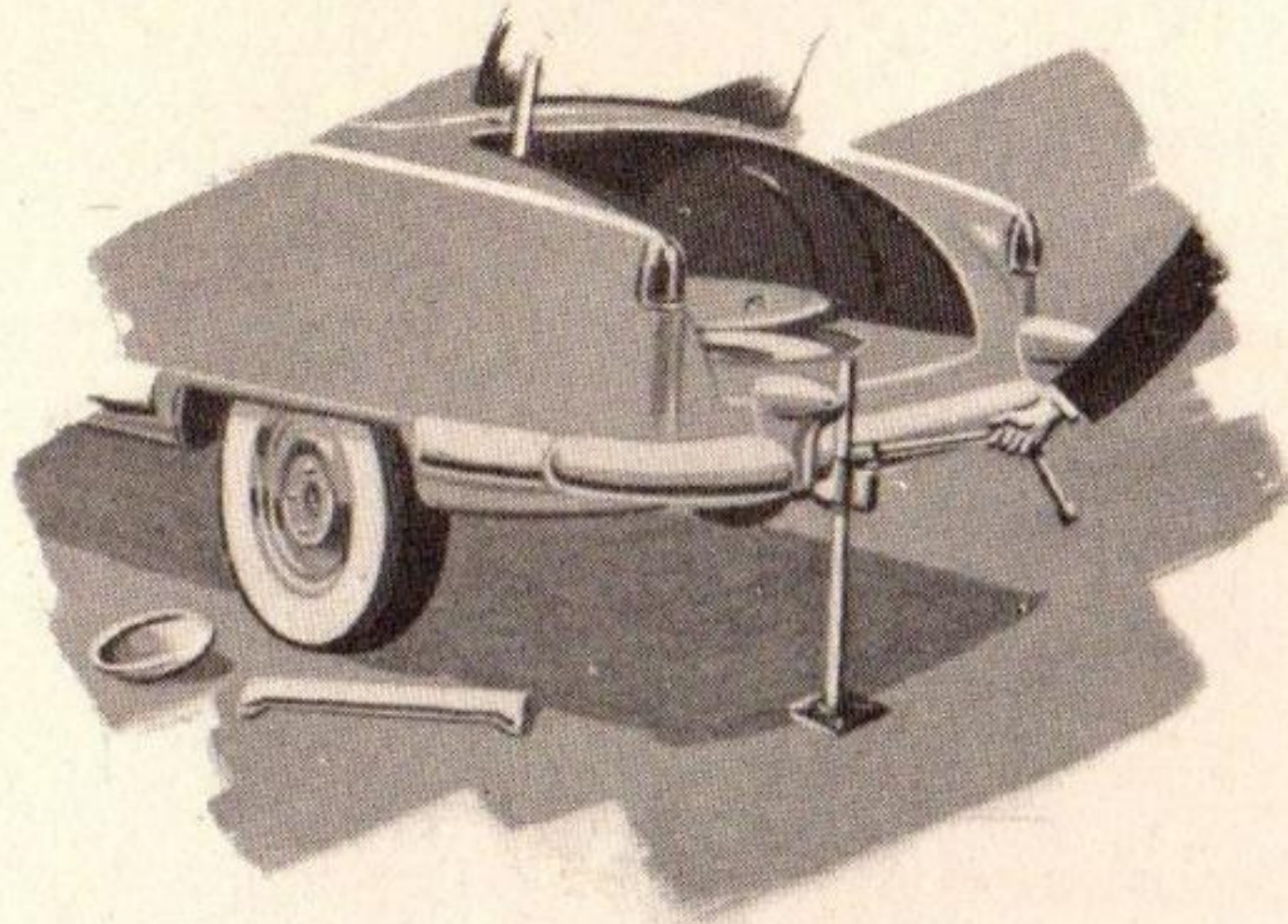
TIRES



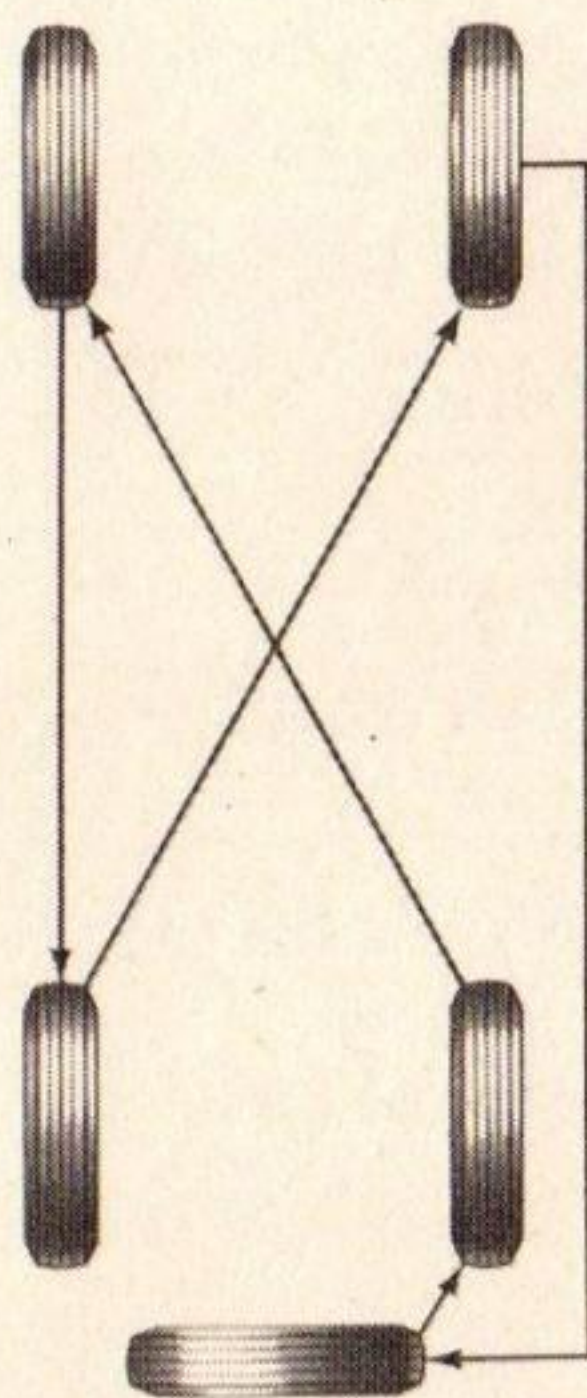
Your tires are the big, new, low pressure tires, 6.70 x 15, combining improved traction, softer riding and longer life. The combination of these qualities with matchless Kaiser springing and famous Tru-Line steering assures you thousands of miles of safe, effortless driving. Tire pressure should be checked only when tire is cold, and kept at 24 lbs. Heat generated under warm weather and hard driving conditions may add to tire pressure so do not deflate a hot tire. Pressure should be checked weekly under normal driving conditions, daily, when on a trip, or when mileage is high. **Proper tire inflation, proper front-end alignment and periodic rotation** of tires are the three rules allowing a full service life of the tire. Your tire warranty is void if tires show evidence of improper inflation or front-end alignment.

Changing Tires

Don't hurry! Tire and wheel changing is easy with the bumper jack included in the car tools.



1. Set hand brake. Block the wheels if on a grade.
2. Place jack under bumper in line with the wheel and engage jack lift with the bumper.
3. Remove hub cap and loosen bolts before raising car.
4. Place jack lever in "UP" position, jack-up the car until the tire is off the ground, remove bolts and wheel, placing bolts in the hub cap.
5. Remove spare from its well under the trunk floor, place it correctly on the hub with the aid of the position peg and replace wheel bolts with enough pressure to hold the wheel in proper position.
6. Place jack lever in "Down" position, let the car down and remove the jack. Tighten the bolts securely, replace the hub cap, and put the flat tire and wheel in the well. **Don't forget** to have the flat tire fixed!



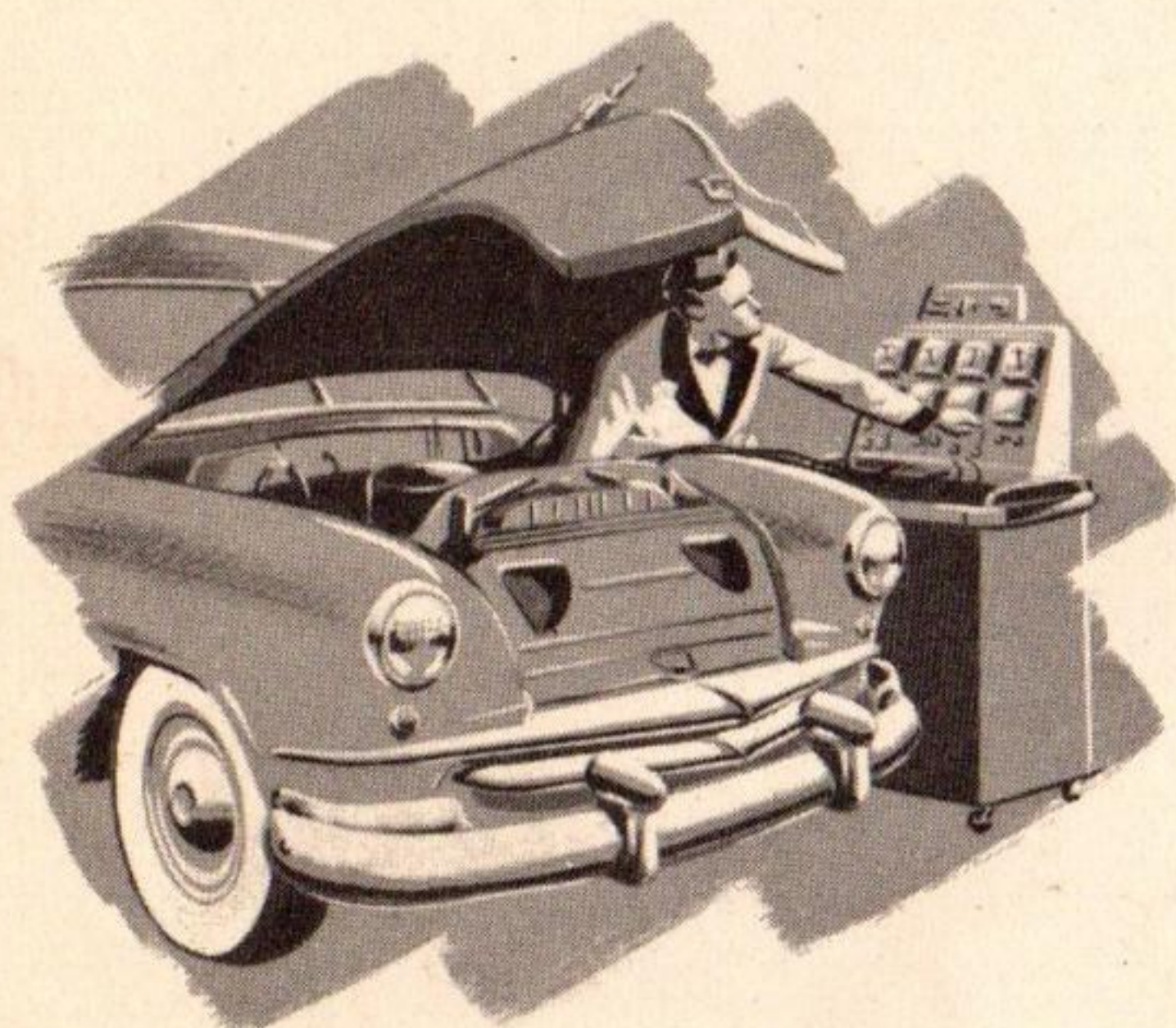
Tire Rotation

Tires should be rotated after the first 2500 miles, then every 2500 to 3000 miles thereafter. If any irregular wear is noted see your Kaiser dealer.

Tests on cars of all makes have shown that the most efficient speed for both gasoline and tire mileage is between 30 and 40 M.P.H. At 70 M.P.H. the gasoline mileage was reduced nearly 45% and tire life cut in half!

HOW TO ORDER SERVICE FROM YOUR DEALER

Your Kaiser-Frazer dealer is deeply interested in helping you keep your beautiful new Kaiser in tip-top condition. You can cooperate with him to greater advantage by knowing how to obtain the service you may need.



The modern service operation is organized a great deal like a medical clinic. If you have a pain in your teeth you go to a dentist and explain carefully what is bothering you so he can diagnose your trouble and eliminate it. If you have a pain in your side, instead of demanding immediate removal of your appendix, you tell the doctor all of your symptoms. With these and certain definite testing procedures the doctor can diagnose your trouble and plan its cure.

Your Kaiser dealer's service man is your car's doctor. Take it to him for regular inspection and adjustment. When anything occurs that seems abnormal in the operation of your car consult him at once. He knows your Kaiser thoroughly and with your list of symptoms and the latest testing and diagnostic equipment he will be able to find the trouble at once, saving you needless expense. He may also be able to suggest a simple change in routine handling of your car that will prevent a recurrence of the trouble in the future.

It is impossible to lay down hard and fast rules concerning car service. No two cars are driven identically under the same road, climatic and load conditions. Their needs for service may vary considerably. Your dealer is fully aware of this and can make valuable suggestions.

WHAT TO DO EACH SPRING AND FALL

In addition to the regular lubrication schedule we strongly recommend the seasonal procedure outlined below. Many added miles of carefree motoring are yours when your Kaiser service man follows the outlined inspections and services suggested.

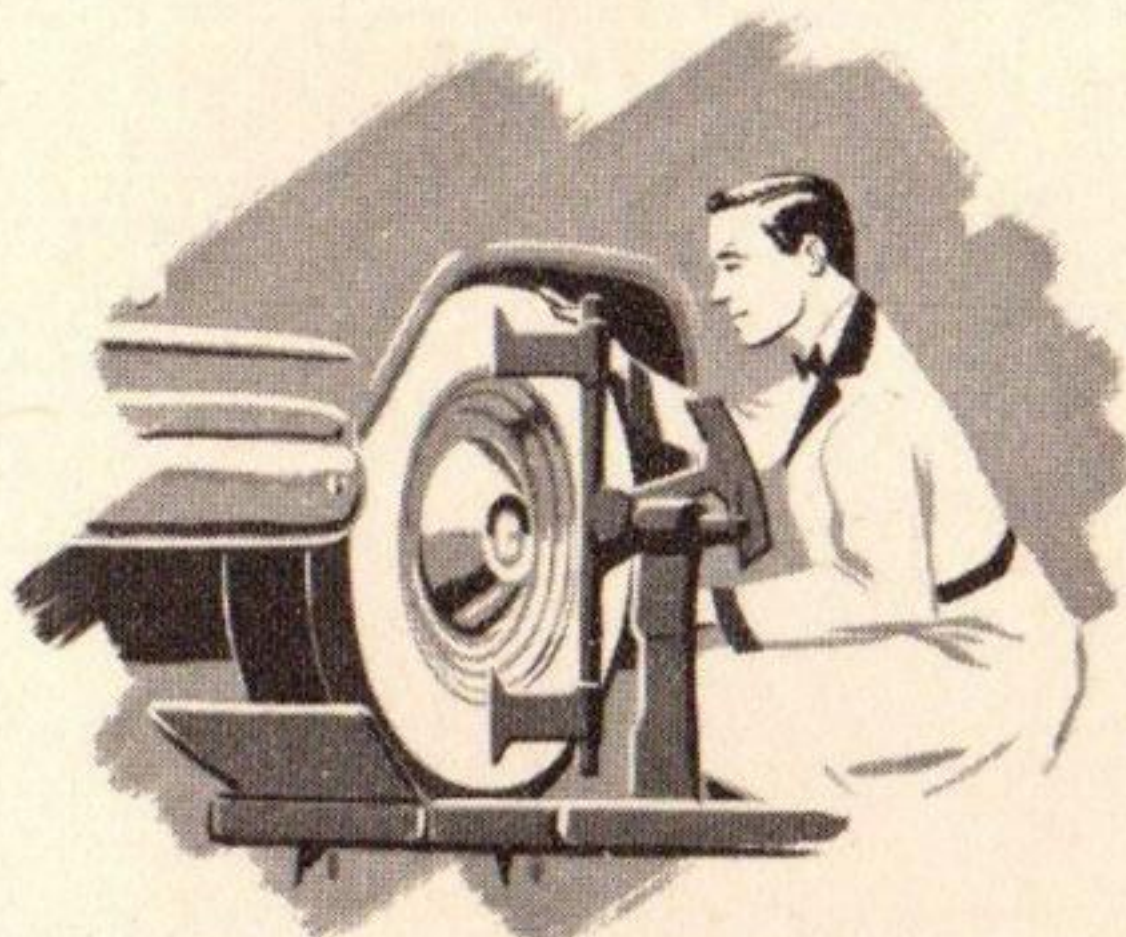


Engine

See your dealer for details.

Chassis

Lubricate chassis according to mileage.
Check wheel bearings, transmission and axle housings.
Drain engine oil, refill with proper oil.
Check oil filter and oil filler-cap filter.
Drain, clean, and refill oil bath air cleaner.

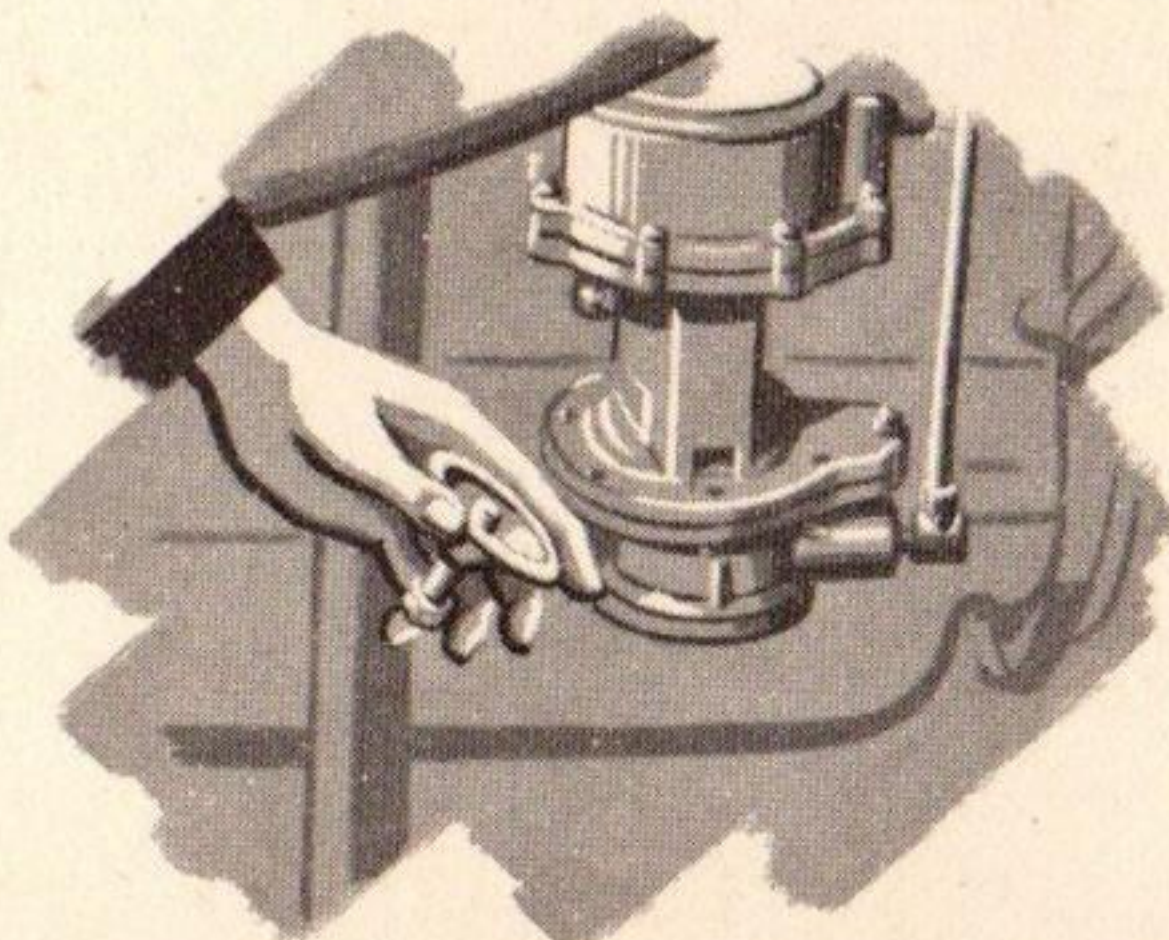


Exhaust

Inspect for rusted spots, broken hangers, leaks, etc.
Inspect and tighten exhaust manifold.

Cooling

Drain, flush, and reverse-flush cooling system.
Check anti-freeze.
Check all hoses and hose connections.
Clean insects from radiator core.



Brakes

Check master cylinder fluid level.
Inspect and adjust for wear.
Check brake pedal travel.
Check and adjust hand brake.

Front-End

Inspect tires for evidence of improper wear.
Check alignment of front wheels.
Balance wheels if necessary.

General Check operation of all lights.
Check windshield wiper operation, renew blades.
Check weatherseals on doors and trunk lid.
Inspect body and trim for signs of rust.
Tighten bumper bolts.
Rotate tires if inspection or mileage indicates it.

When In Trouble

Starter will not work. This is generally due to a discharged battery or loose, corroded battery terminals and ground wire. When battery is discharged, car may be started by pushing or towing the car in "conventional" third gear. Cause of battery failure should be investigated at once. If horn doesn't blow or lights work, the battery connections may be at fault and should be cleaned and tightened. If corroded, though, the ground wire must be replaced.

Starter Works But Engine Will Not Start

Check fuel in tank, be sure switch is "on." If engine is wet remove all moisture from spark plugs, distributor cap, coil and ignition wiring.

If engine is flooded, press the accelerator slowly to the floor and push the starter button. This will exhaust the excess gas.

If engine is hot, press the accelerator slowly to floor and push the starter button. Possible vapor lock will be eliminated.

If engine cranks too slowly to start, push or tow the car in conventional third gear until started.

DO—When any difficulty has been experienced in starting or operating the car, drive to your Kaiser dealer and have the difficulty diagnosed and remedied at once.

DON'T—lightly dismiss any trouble as unimportant as this may allow other functions to become involved and lead to real trouble and expense.

Car Cleaning—Outside

Nothing gives a car owner more satisfaction than driving a clean, shining, "sweet-running" car. And it is easy to keep your great new Kaiser the center of admiring glances wherever you go.



DO!

1. Always soak the outside of the car thoroughly with cold water.
2. Gently remove dirt and dust with running water and a soft rubber, plastic or natural sponge.
3. Use a separate sponge or a soft brush for the wheels and chassis.
4. Dry the car with a clean, moistened chamois or a soft, clean cotton cloth.
5. If traffic film has slightly dulled the finish it may be cleaned and restored to its original brilliance by the K.F. LUSTUR-SEAL treatment available at your local Kaiser dealer. If you prefer to polish the car yourself, K.F. Polish and Cleaner or K.F. Cleaner and Wax will do a splendid job. White Sidewall Tire Cleaner is highly recommended for white sidewall tires and K.F. Chrome Polish will keep the chromium trim clean and sparkling.

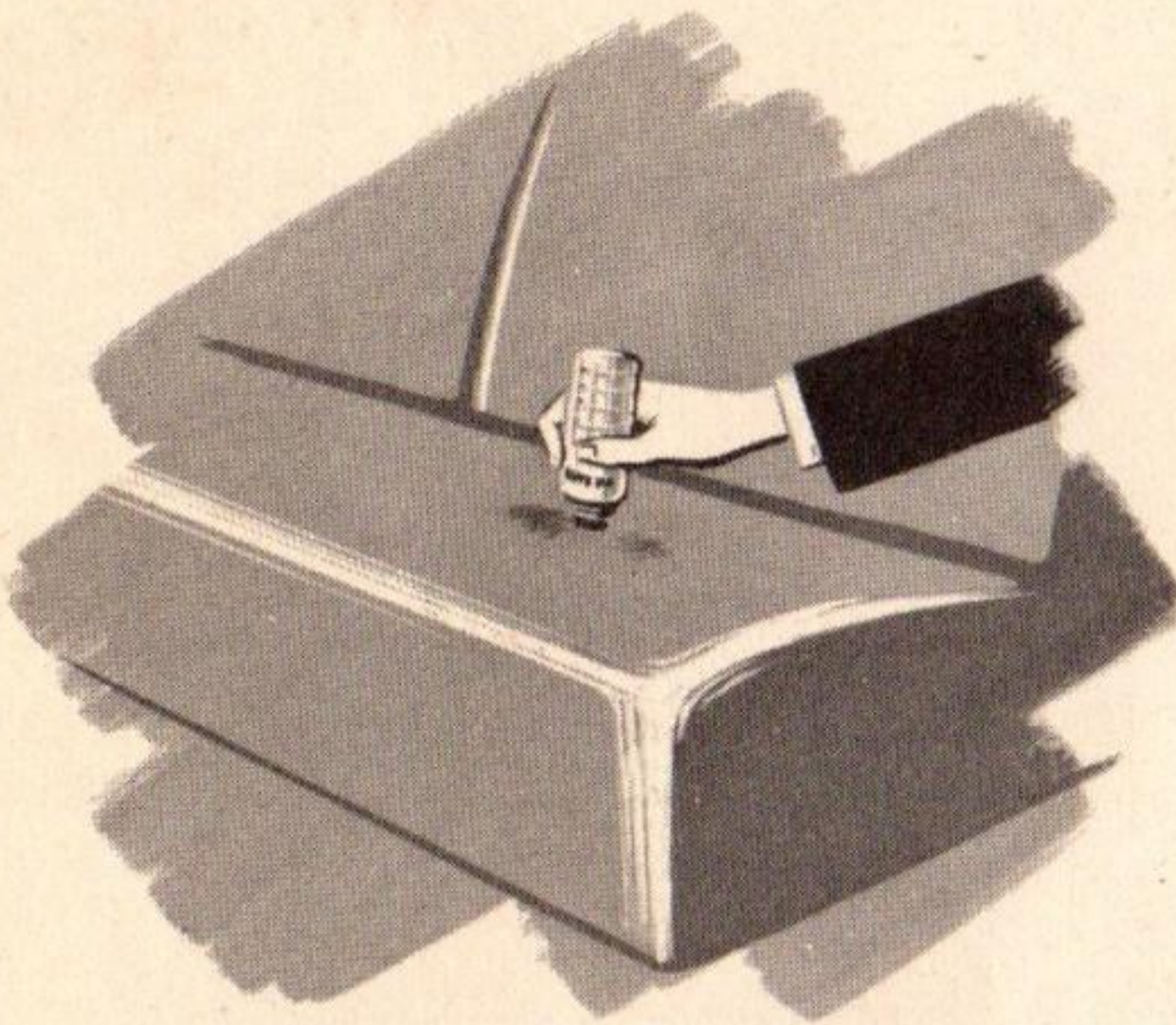


DON'T!

1. **Don't** wash or polish a car in direct sunlight or when the metal is hot.

2. **Don't** try to clean or dust a dry car. It has about the same effect on the finish as fine sandpaper.
3. Don't let the chemicals used to melt snow and ice stand on your car too long. They are injurious to the finish, especially to chrome. Frequent washing in the winter is a real necessity if you drive where these chemicals are used.

Car Cleaning—Inside



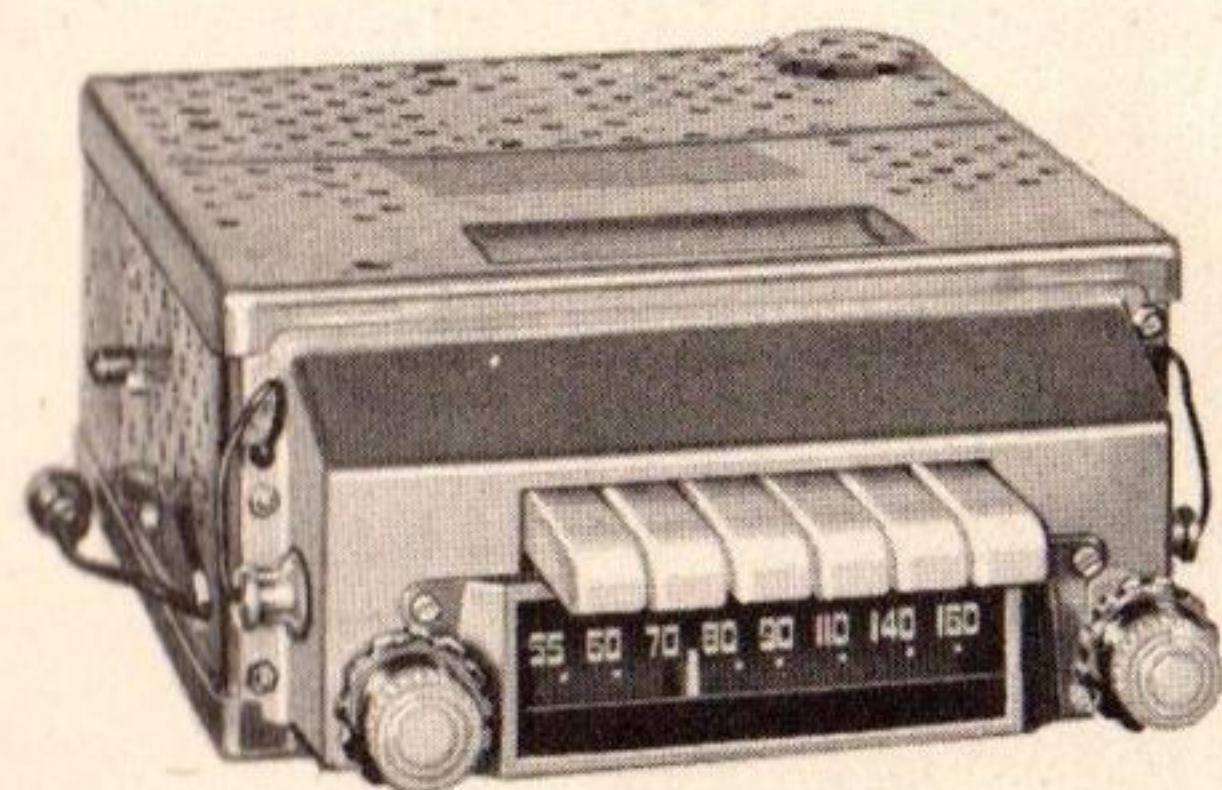
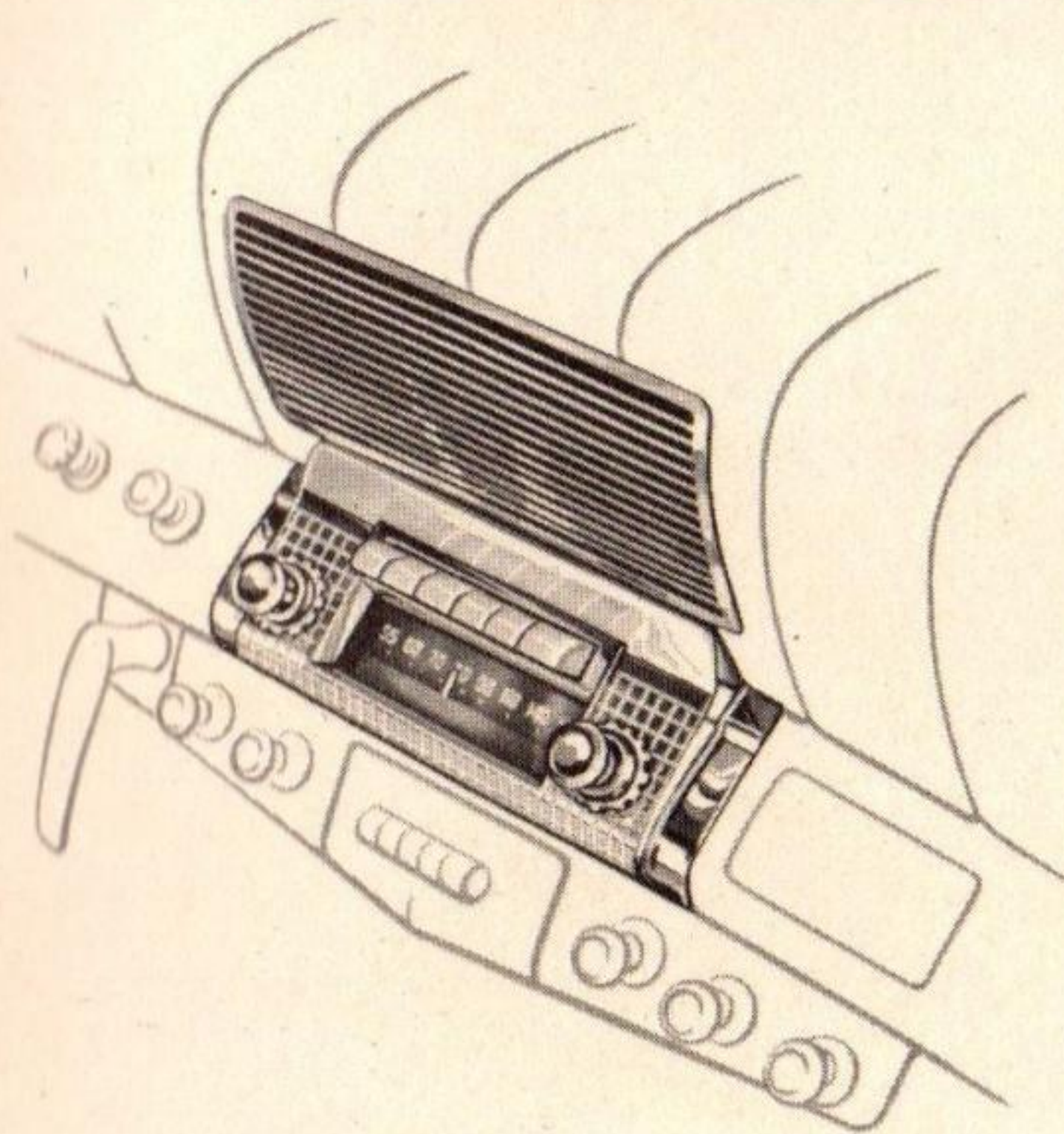
Neat, clean upholstery means not only a better-looking car but added life to the fabric. Vacuum cleaning of the headlining and all trim and seat upholstery at periodic intervals is recommended. Kaiser Fabric Cleaner (available through all Kaiser dealers) is a volatile type cleaner used in removing grease, oil, road grime, chewing gum, lipstick, tar, etc. The same methods ordinarily used in the household on fine upholstery materials will generally keep your Kaiser fabrics in excellent condition. After spot removal, going over the entire section or seat with a "foam" type upholstery cleaner is recommended.

For cleaning leather or vinyl plastic upholstery use nothing but a mild soap (saddle soap) and lukewarm water. Make up a little suds on a clean cloth pad and gently rub the surface to be cleaned. Wipe off the suds with a damp cloth, then rub briskly with a clean dry cloth to renew the lustre.

DON'T!

- Don't use any colored gasolines.
- Don't use bleaches or reducing agents.
- Don't use too much cleaning fluid. It may cause deterioration of the rubber padding.
- Don't use cleaning fluid in a closed car or a closed garage.
- Don't breathe the fumes.

RADIO OPERATING INSTRUCTIONS



"On-Off" Switch and Volume Control

The radio is turned on by rotating the volume control knob to the right. The set will require from ten to twenty seconds for the radio tubes to warm-up to the operating temperature. To increase the volume, merely continue knob rotation to the right. To turn the receiver off, rotate the knob to the left to the point where a click is heard. Operation is independent of ignition.

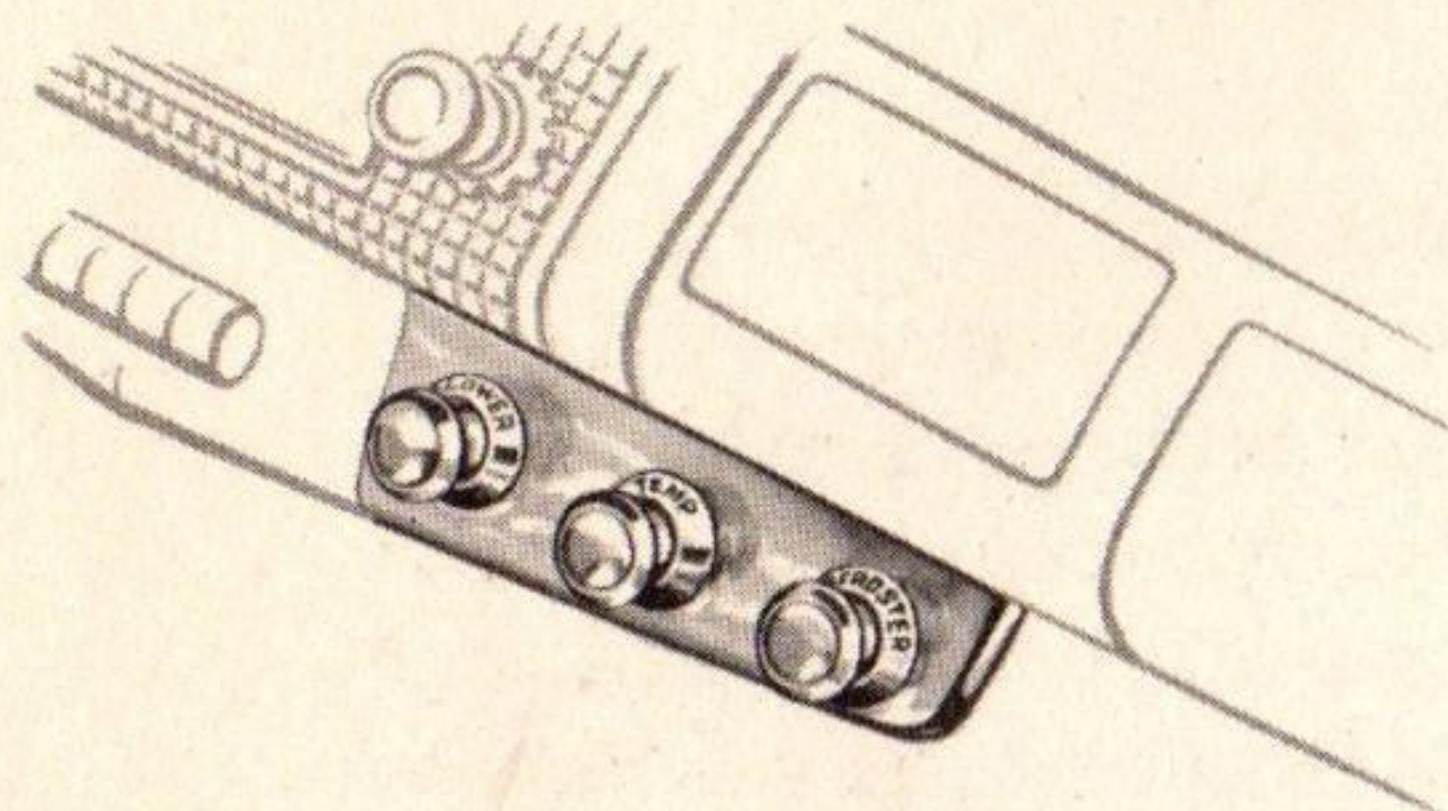
Manual and Automatic Tuning

The manual tuning control is located at the right of the dial. To operate the automatic tuning, depress the desired push button all the way in and the receiver is automatically tuned to a predetermined station. Thus, with six push buttons, it is possible to pre-select six individual stations. These stations may be altered when desired by first removing the plastic button by a sidewise movement of the spring lever located beneath the plastic button and pulling the plastic button off. Loosen the thumb screw, then, by means of the manual tuning control, tune in the desired station. Push in on the thumb screw and tighten down at the same time. Replace the plastic button to complete the station set-up operation.

Tone Control

The tone control ring is located directly behind the volume control knob. Turning the chrome ring to the right will emphasize the treble or brilliant high notes while turning to the left will emphasize bass notes. The treble position is generally used when the car is in motion to overcome wind noise and is almost always used for voice. The bass position is an aid in bringing out full, mellow tones of musical programs. An intermediate position gives equal emphasis of the full tonal range.

For dial lights and fuse replacements, see chart in section on electrical system. The dial lights may be replaced by merely removing the sockets located on each end of the dial.



Ventilation

An air duct on the left side of the car, extending from the front grille through the dash, passes fresh air directly to the driver's compartment. Air volume is regulated by the "left vent" control on the instrument panel. A similar duct on the right, operated by the "right vent" control passes air to the right side of the driver's compartment.

Air Conditioner

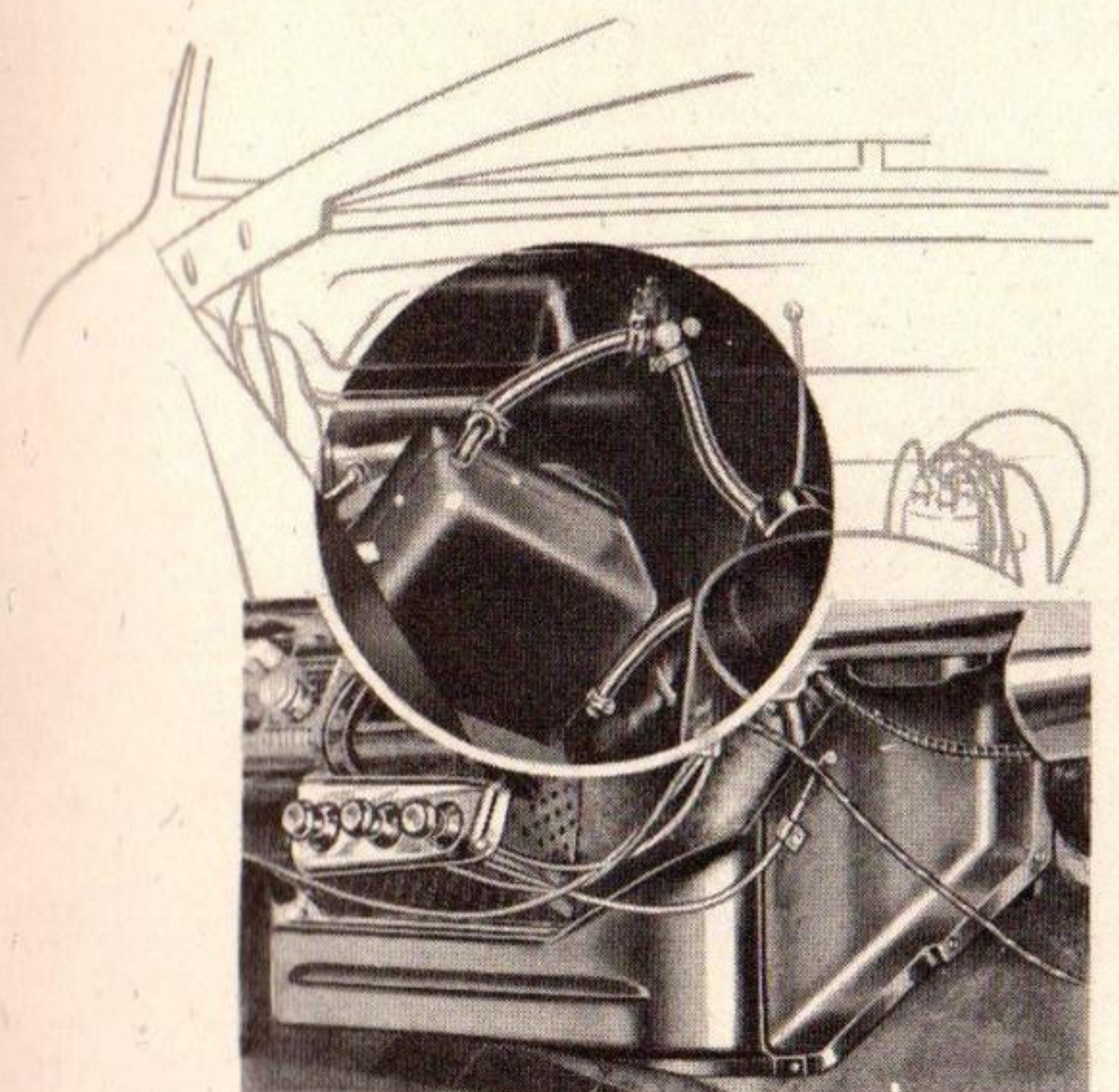
The Kaiser Air Conditioner unit is installed at the option of the purchaser as part of the right air duct system. A radiator, heated by engine water circulation, warms the fresh air and passes it to the car heating and defrosting channels. The "temperature" control on the instrument panel regulates the amount of hot water in the radiator and the "right vent" control regulates the volume of air. A manually operated shut-off at the right duct opening behind the glove compartment deflects the fresh air through the car heating system.

The "defroster" control operates a baffle passing 80% of the hot air to the windshield defroster channels. At speeds of over 30 M.P.H. the forward motion of the car will provide all the air flow needed. An electric blower, controlled from the instrument panel, may be used at lower speeds or when the car is standing.

Cold Weather Operation

Be sure the "left vent" is closed and "right vent" is open. Move the temperature control "in" or "out" to give you the desired amount of heat. If the car has been standing and the windshield





is icy, start the engine and let it warm up at idling speed. Shortly after starting the engine the defroster control may be placed in full open position and the blower turned on. In a few minutes the warm air, flowing over the entire face of the windshield, will loosen the ice so it may be removed with a plastic scraper without damaging the surface of the glass. A metal scraper may scratch the surface making a permanent mark and we therefore recommend a plastic or rubber scraper.

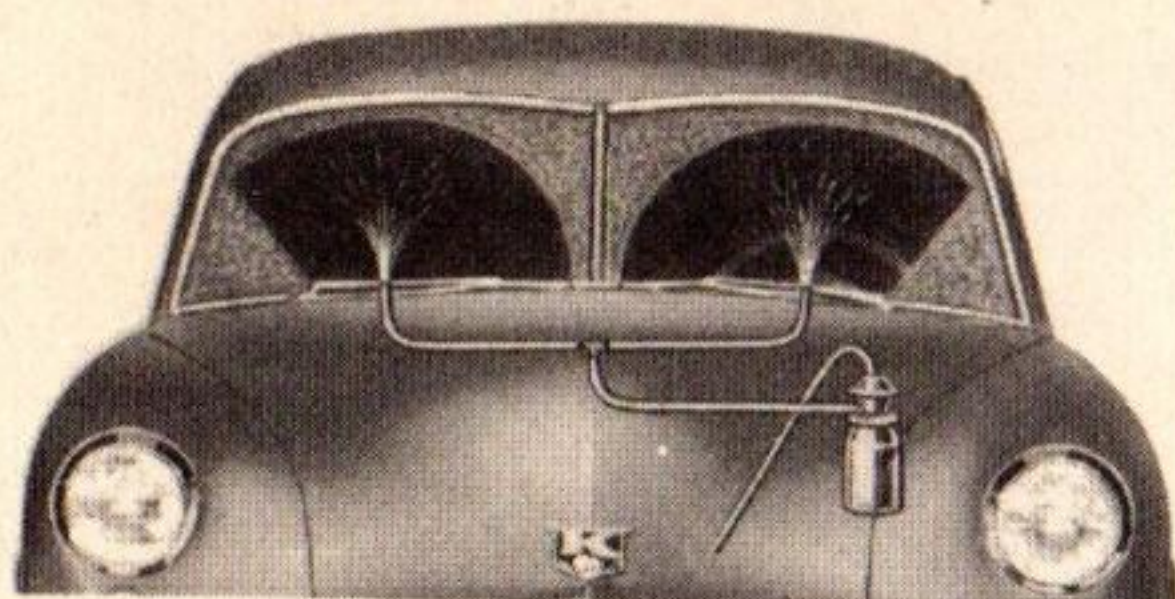
Heat may be circulated through the entire car by opening both rear vent windows about an inch, leaving the front vent windows closed. This will allow heat to flow from the front compartment to the rear compartment through the open passage beneath the front seat. Always be sure this passage is kept clear.

Warm Weather Operation

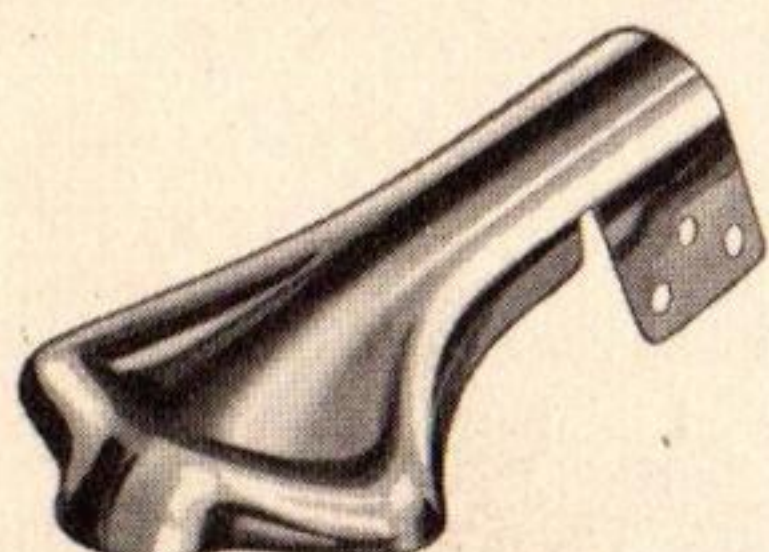
When the weather is mild, enough cool air can generally be obtained by entirely closing the temperature control. This stops the circulation of hot water through the heater core and passes cool air through the channels ordinarily used for heating. In warmer weather the left air vent control can be opened passing a large volume of fresh air directly to the driver's side of the front compartment.

To supplement this in extremely warm weather the right vent dash control may be opened. This control is located on the dash just below the glove compartment and can be opened or closed by foot pressure. When the dash control is open the amount of fresh air to the right side of the front compartment is regulated by the right vent control knob on the instrument panel.

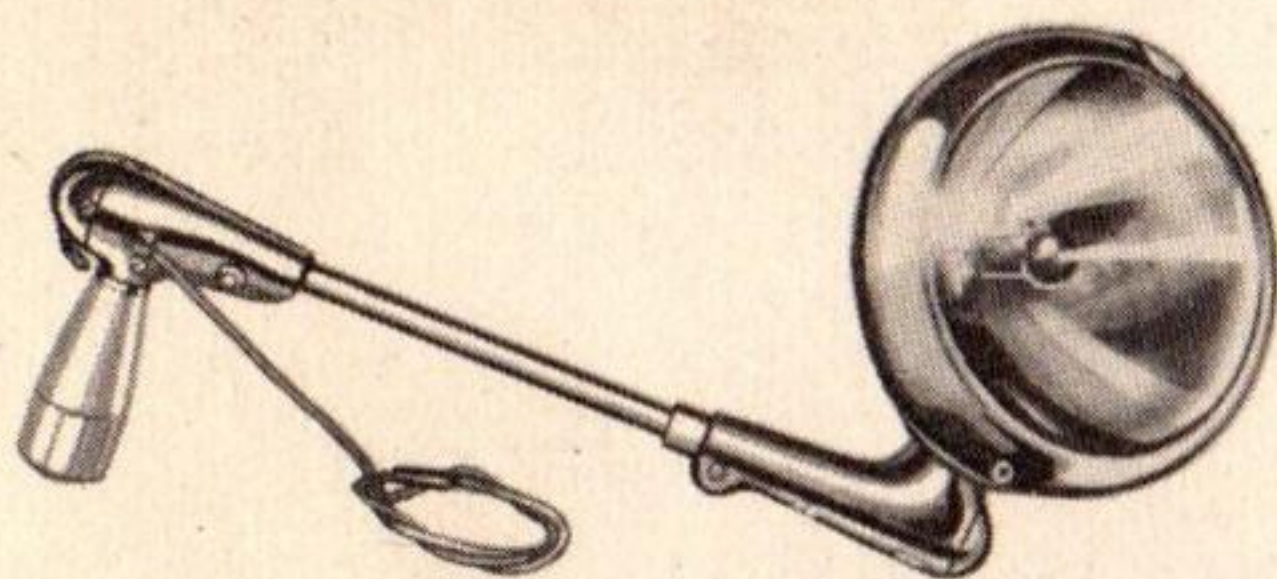
ACCESSORIES



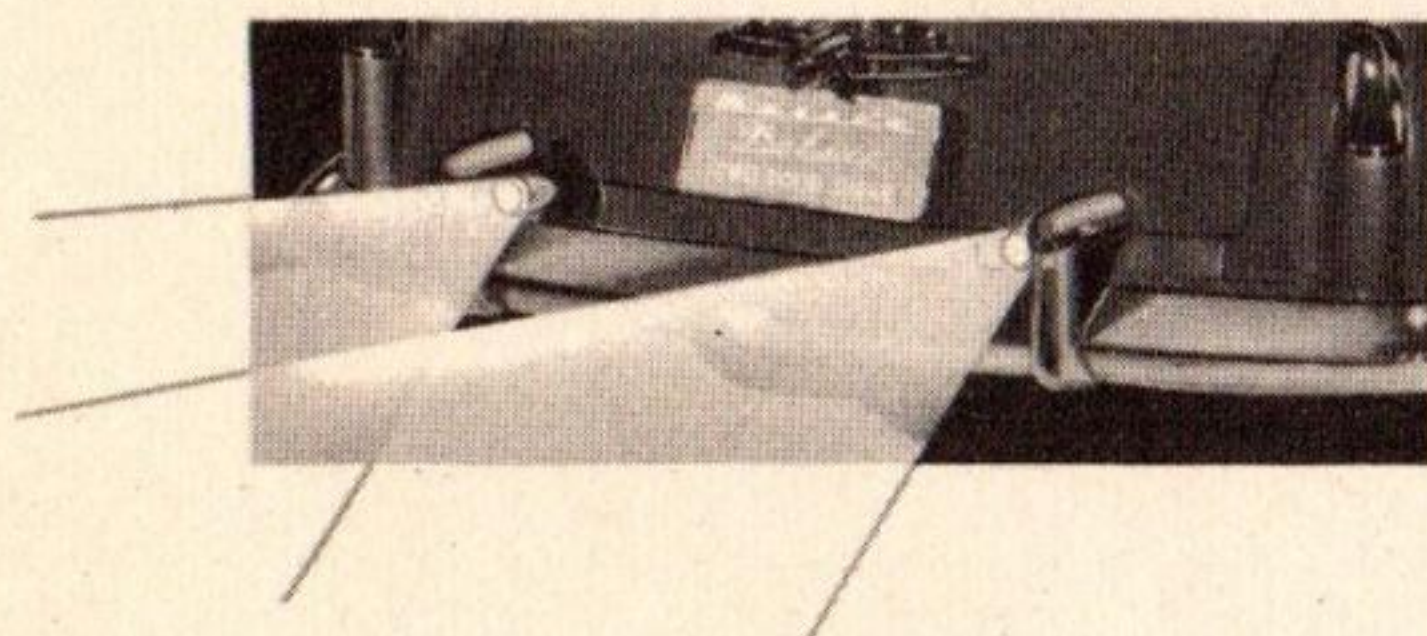
SEAT COVERS—Available for all Kaiser models, in two types of material—attractive multi-colored matting and satin finish cloth. The matting is of the finest quality fibre, vinyl coated to resist fading, fire and water damage. Supplied in maroon, green and blue, they are harmoniously paneled with matching vinyl coated fabric which will not crack or peel. The satin finish cloth seat covers are treated with a patented finish which protects against soil, resists water-borne stains, and is moisture-repellent. They come in maroon, green and blue with white piping.



WINDSHIELD WASHER—A button on the instrument panel operates the twin jets of water that spray the windshield, after which the wipers sweep off the mud, slush, insects or dust. A special anti-freeze solution may be used in winter to prevent breakage of the reservoir jar.

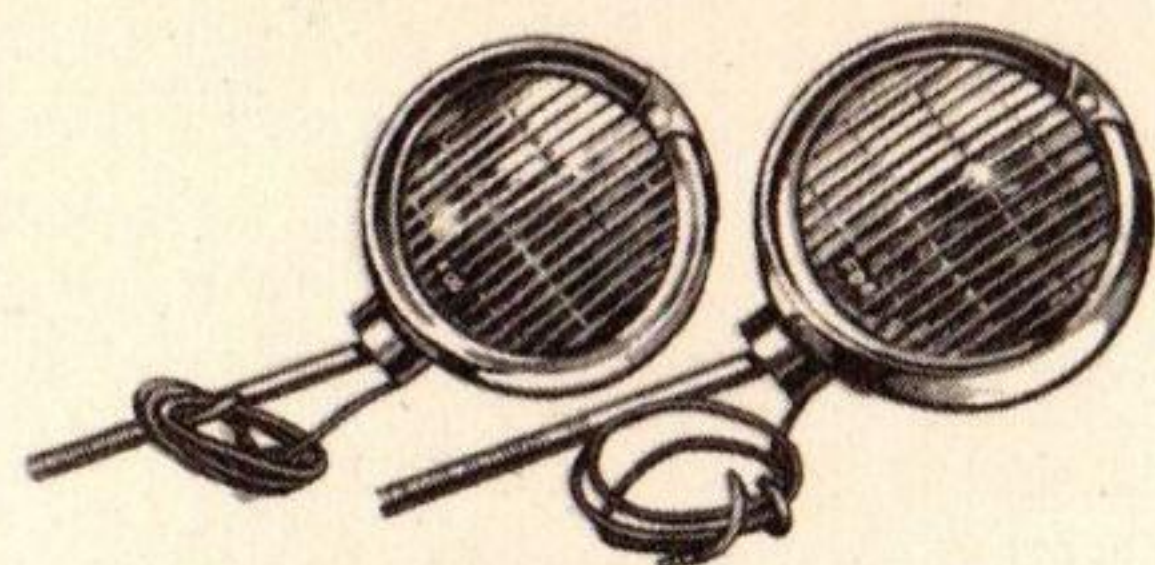


EXHAUST DEFLECTOR—By masking the tail pipe and deflecting exhaust fumes downward, this heavy gauge steel deflector prevents discoloration of the rear bumper and deck, and adds to the beauty of the car.

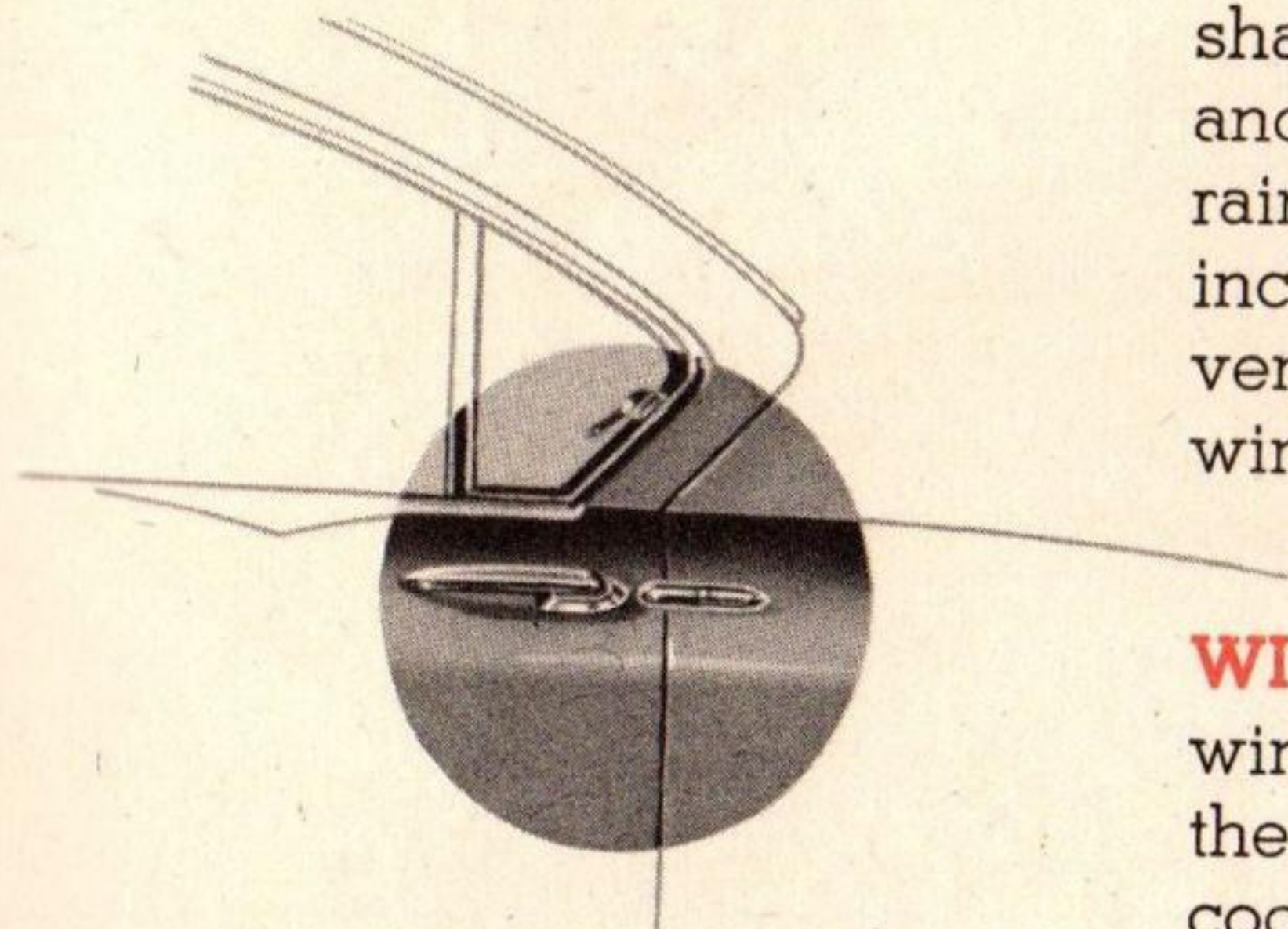


SPOTLIGHT—You'll bless its long-range beam when you want to pick out street and route signs and house numbers at night. Operated by a handy pistol-grip handle inside the car, the sealed-beam lamp has a brilliant chrome head.

BACK-UP LIGHTS—Of real help in backing out of driveways, back-up lights turn on automatically when the car is shifted in reverse, if the car lights are on.



FOG LIGHTS—These extra-vision fog lights will penetrate snow, fog and rain with their amber-colored lenses in the sealed-beam lamps. A real boon to safe driving.



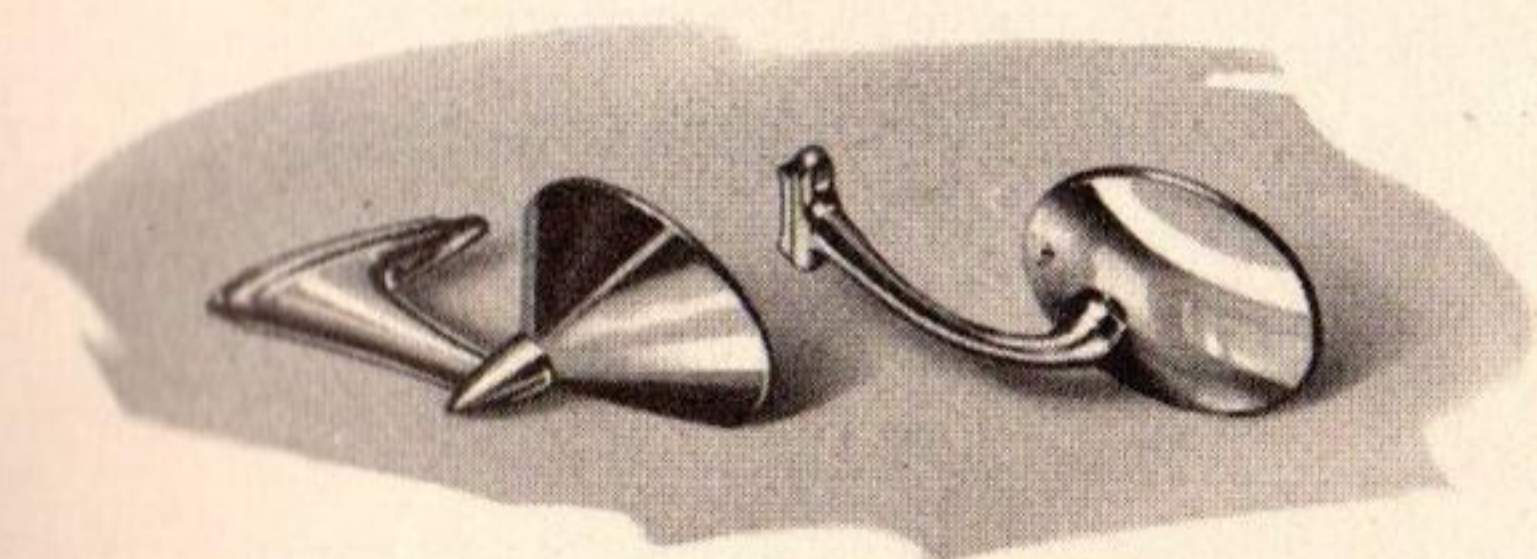
VENTSHADES—Tailored to fit into the window frames, Ventshades are made of stainless steel, highly polished on the outside and finished in soft green on the inside. No matter how hard it rains or snows, Ventshades allow windows to be lowered 2 or 3 inches so that fresh air can circulate throughout the car. This prevents eye-tiring sun glare, and condensation from fogging the windshield and windows.

WINDSHIELD VISOR—Designed to follow the contour of the windshield and to blend into the body and roof lines of the Kaiser, the windshield visor protects eyes from glare; keeps the car cooler in summer; and prevents snow and ice from coating the windshield in winter when the car is parked outdoors.



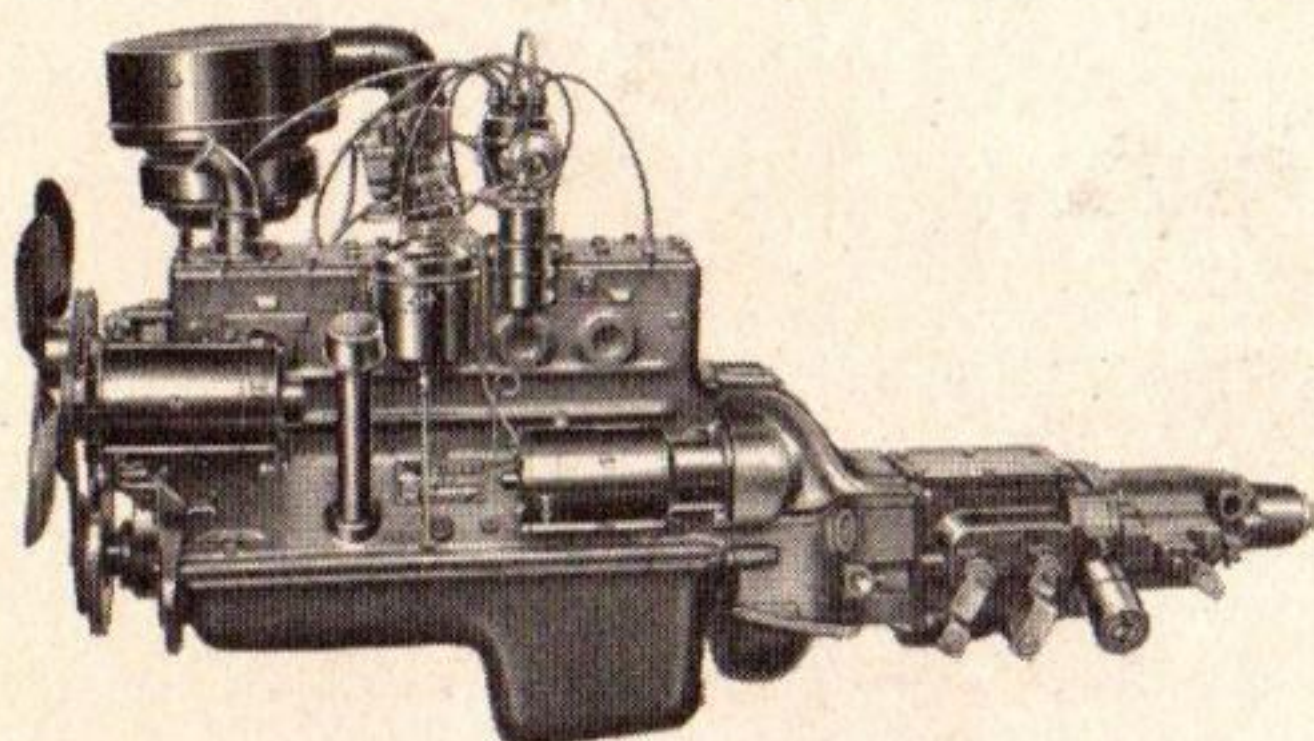
KIDDIE LOCK—A safety feature for four-door sedans when there are small children in the family. Easily attached to rear quarter panel, slides over rear door opening to lock.

PROTECTIVE MATERIALS—To keep your Kaiser always at its glistening best, Kaiser-Frazer offers a complete line of protective materials, including car, glass and tire cleaners; wax; chrome polish; fabric cleaner and spot remover; radiator flush; and other items pictured at the left.



OUTSIDE REAR VIEW MIRRORS—Two types are available—the clamp-on type, which fits into the door flange; and the bolt-on deluxe type with double adjustment, which is mounted on the door. Used on the left side of the car, either will aid the driver by giving him a full view of cars approaching from the rear. On the right, either will help in backing up or parking.

"BRAG" SHEET

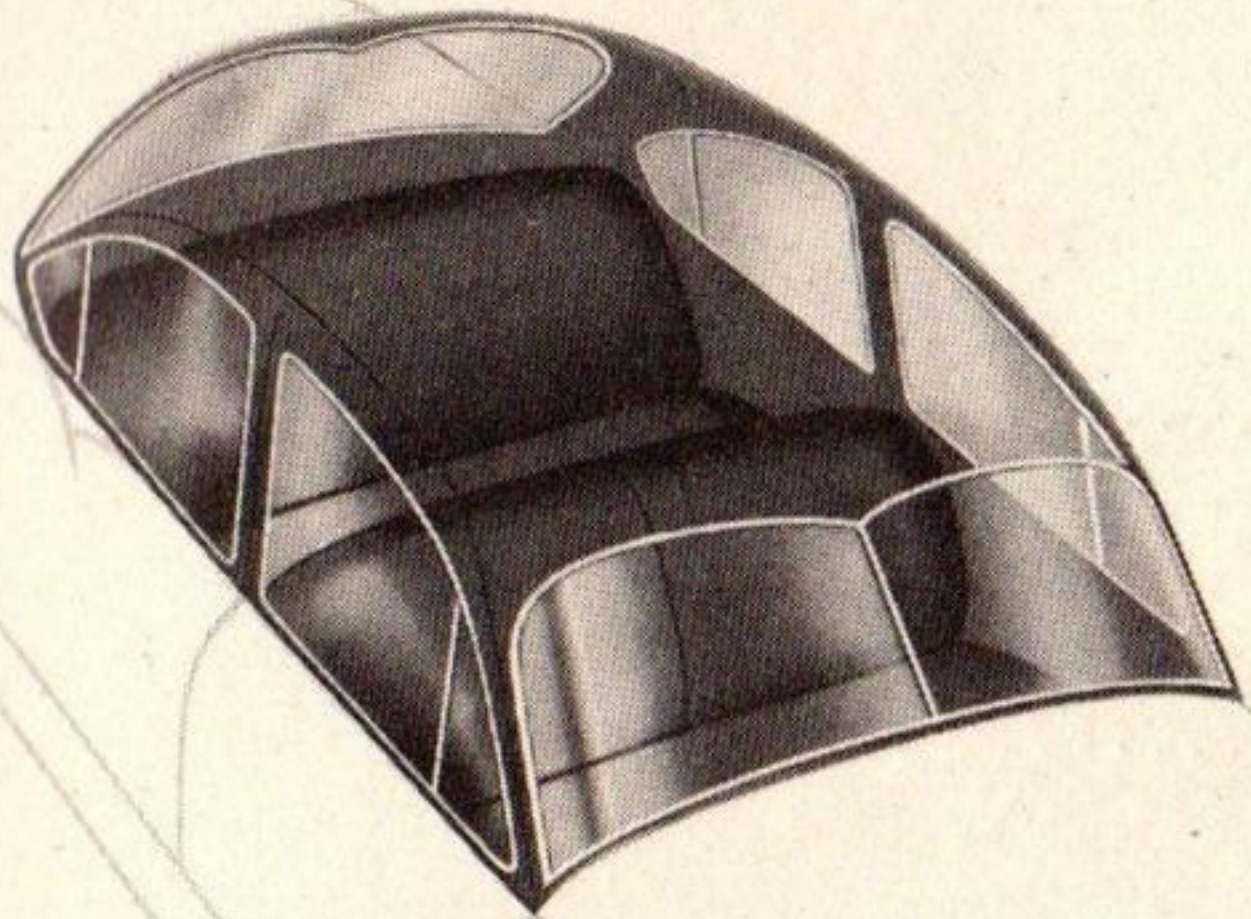


All of us are more or less human in our desire to stand well in the estimation of our friends and neighbors. We want our choice of an automobile to be justified just as our choice of a home and its furnishings. So, to enable you, the proud new owner of a 1951 Kaiser, to throw out the chest a bit, we're telling you again a few of the many points of Kaiser superiority.

Engine—Extremely high horsepower developed (115 H.P.) per pound of weight—3150 pounds (Kaiser Special). That's one horsepower for every 27.4 pounds of car; Kaiser DeLuxe, 28 pounds. Dual throat carburetor and dual intake manifold system allows freer and quicker flow of fuel vapor to the cylinders. The exhaust manifold is planned to allow faster, easier exhaust, and the muffler is made to stop nothing but the noise. The compression ratio is high, 7.3 to 1, meaning that the cubic volume of the cylinder plus combustion chamber, when the piston is at the bottom of its stroke, is 7.3 times the volume of the combustion chamber alone when the piston is at the top of its stroke. This compresses a big charge of fuel into very small space and a greater percentage of the "push" of the explosion therefore **must** go into moving the piston down the cylinder. This combination of increased compression and greatly accelerated flow of both intake and exhaust gases gives you a far more efficient engine. Result—greater performance on less fuel—many, many more miles to the gallon.

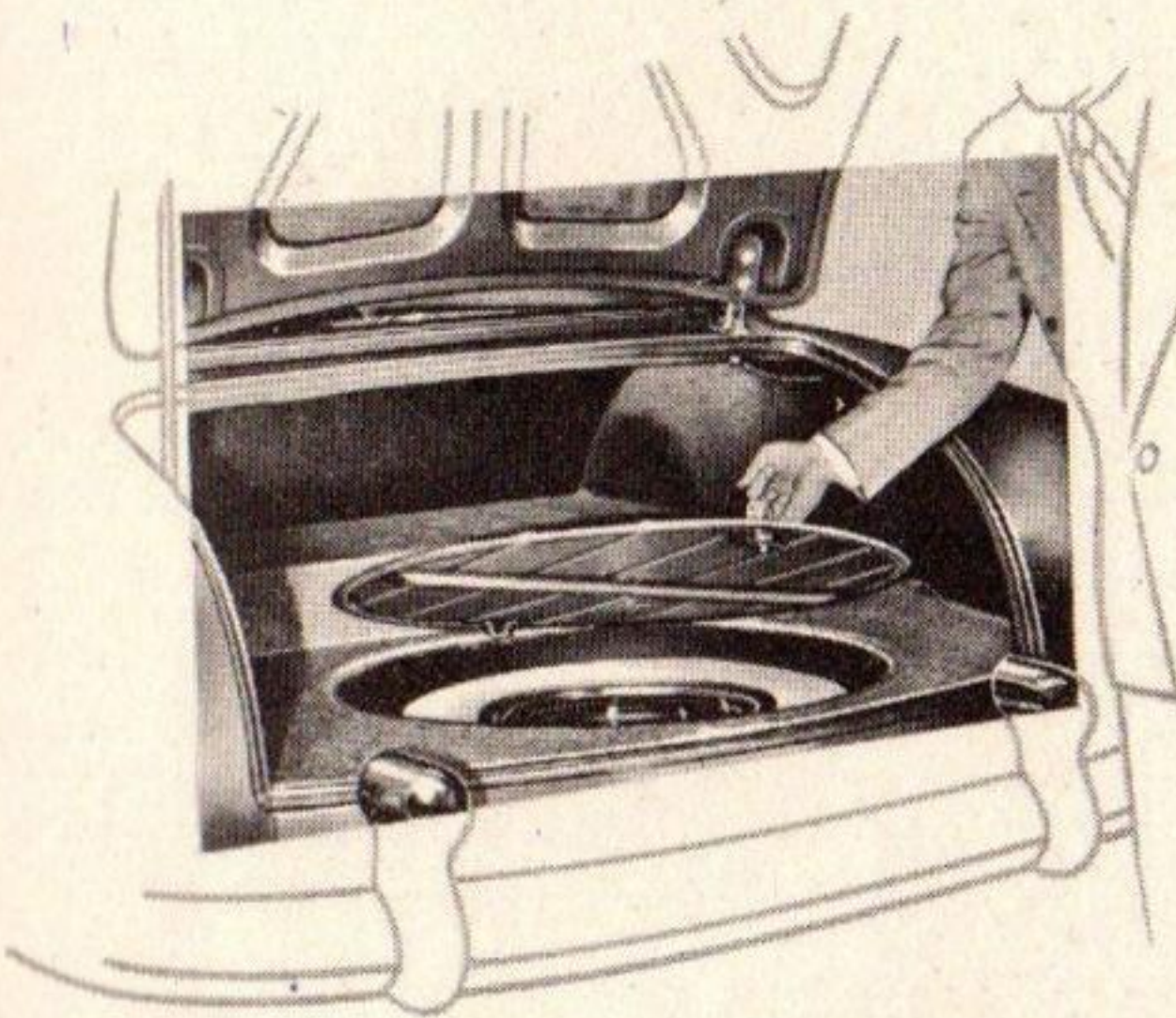
Brakes—A quick, safe stop is more important to you and the safety of your family than any other factor. So we've given you the best brakes on any car built today. The total braking surface is 175.7 square inches, thus one square inch of surface is required to stop only 17.93 pounds of the Kaiser Special; Kaiser DeLuxe—18.3

pounds. Result—safety—longer life to brakes, tires, the car—and you!



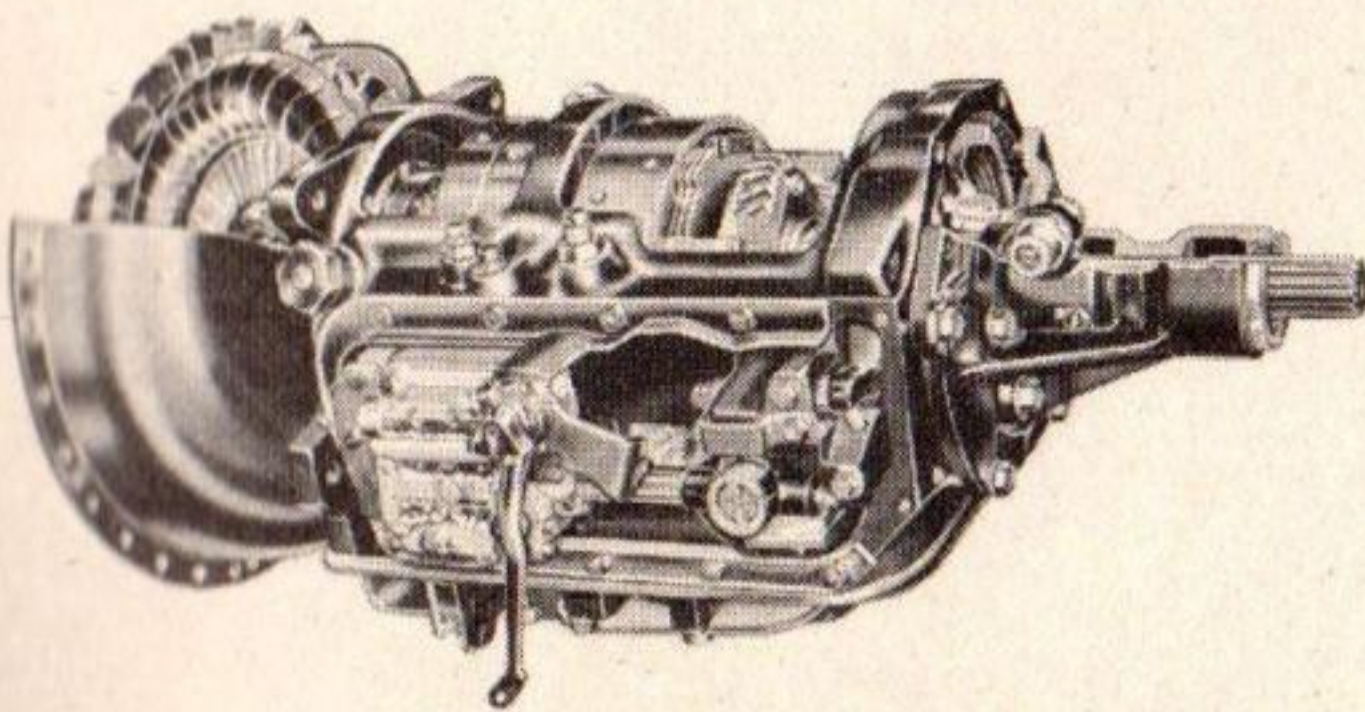
Roadability—To keep from that jarring jounce so common in most cars, we have increased the up-and-down limits of spring flexing. Spring action is softer, easier. Rear springs are broader, flatter, the coil springs in the front suspension are softer and the sway control bar is placed in a better position. Result—No tension! No worry! Just easy, relaxed comfort over any road at any speed.

Glass Area—The actual area of the safety glass in your 1951 Kaiser is 15% greater than the average. A newly designed front pillar, called the "A" post by body engineers, has eliminated the constant "ducking" to see around it by greatly decreasing the width with no sacrifice of strength. Ability to see easily in all directions with no "blind" spots results in greater safety for everyone.



Tuck-away Tire Well—We've changed the shape of the gasoline tank and put the spare wheel and tire beneath the luggage compartment floor. No scuffing of fine suitcases, no dirt, no rattle, and all that extra space for clean, easy stowing of your travel equipment.

Passenger Capacity—Your 1951 Kaiser has a total of 127 inches (64" wide in front and 63" wide in the rear) of actual usable width with plenty of room to stretch your legs. Headroom over the rear seat is 36 inches, plenty of room for the highest hat in the family!



Types of Drive—Your 1951 Kaiser is one of the few cars in America giving you the choice of all three types of transmission drive—standard conventional transmission, overdrive or famed Hydra-Matic.

SPECIFICATIONS

GENERAL

Wheelbase 118½"
 Overall Length (with Bumpers
 and Guards)—Special 208½"
 DeLuxe 210¾"
 Overall Width 74"
 Overall Height (Loaded) 60¼"

TIRES

Size 6.70 x 15
 Recommended Pressure (Cold) :... 24 lbs.

TIRE TREAD

Front 58"
 Rear 58¾"

Car Weight (Approximate

Curb Weight)—Special 3290 } 4-Door
 DeLuxe 3365 }

Turning Diameter 38.2'
 Clutch Pedal Free Play ¾" to 1"
 Brake Pedal Free Play ¼" to ⅜"
 Cooling System Capacity
 (with Heater) 14 qts.

ENGINE

Type L-Head
 Number of Cylinders 6
 Bore and Stroke 3⁵/₁₆" x 4³/₈"
 Piston Displacement 226 cu. in.
 Brake Horsepower 115 @ 3650 R.P.M.
 Compression Ratio 7.3 to 1

Ignition Timing 4° before T.D.C.
 Firing Order 1, 5, 3, 6, 2, 4

VALVE CLEARANCE (Cold)

Intake014
 Exhaust014

LUBRICATION SYSTEM

Type Pressure
 Normal Oil Pressure 35 lbs.
 Crankcase Capacity 5 qts.
 Oil Pump Type Gear
 Oil Intake Type Floating
 Oil Filter Type Sealed Cartridge

FUEL SYSTEM

Tank Capacity 17 gals.

ELECTRICAL SYSTEM

Distributor Breaker Gap 0.020
 Distributor Breaker Arm Tension 17-20 oz.

SPARK PLUG

Size 14 mm
 Gap032

BATTERY

Capacity (Ampere Hours) 100
 Number of Plates 15

GENERATOR

Type (Delco-Shunt)
 Brush Spring Tension 24-30

Kaiser-Frazer Sales Corporation reserves the right to make changes at any time, without notice, in prices, colors, materials, equipment, specifications and models, and also to discontinue models.

Kaiser-Frazer Sales Corporation, Willow Run, Michigan

