

CLBCOM 83

Squire SS-100 Registry

JANUARY 1998

IT'S THE FIRST OF THE YEAR

and now comes the part of this voluntary job that I detest, asking for money. The enclosed balance sheet shows a deficit of \$61.00, not bad considering the many projects we've completed. However, I see no reason to elevate the \$15.00 we've had for the past few years. I'll just be a little more careful.

Many of you took my suggestion last year and sent me double or triple annual dues which I've kept track of. So, if you did not receive a postage paid return envelope with this letter - you're covered. If you did receive one I'd appreciate a check for \$15.00 (or more if you wish to double up) made payable to Arthur R. Stahl.

For the record, I'm absorbing total office expense, long distance calls, etc so if your still gainfully employed or at least solvent, I would be most happy if you increased your contribution by five or ten dollars. Thanks!

THE 1998 SPRING FLING IN LAUGHLIN, NEVADA - MARCH 20-22

is up and running and so far I have commitments from Dimond, Jensen, Lieske, Miller, Murray?, Scotto?, Simms, Spielman, Stahl & Weaver. All the Westerners will be there with five or six Squires and we hope we hear from more of the Eastern crowd. Lorene Lieske has a deal for us at the Ramada Express for around \$25.00 per night so I now need a head count. If your name is not listed above and you want to attend or have questions, please call me at 602+893-9451. A convoy will be going from Phoenix but if your flying the best airfares are always into Las Vegas and then rent a car for the easy drive to Laughlin. Take my word for it, if you've never been to the Tri-State area (AZ, CA & NV) your in for some spectacular scenery.

CARLISLE IMPORT & REPLICAS NATIONALS

has been announced and guess what? The darn fools have scheduled it for Mothers Day again. Bob Murray still plans to go so if you wish to attend and want to coordinate with him give him a call at home; Area 919+596-7075. Around 9:00 AM - EST is the best time to catch him. I've included a copy of the Carlisle flyer with this letter.

A COPY OF THE MOST RECENT ROSTER

is also included with this letter. I believe it's all correct but if you find an error in your personal listing please give me a call or drop me a note and I'll keep doing it till I get it right.

CHANGING THE OIL PAN SEALS ON THE FORD 250

Can't let an issue go by without some good tech-data. Bill Lieske has been busy again with his scanner and magic pen for another "how-to" article and his efforts are also included with this issue.

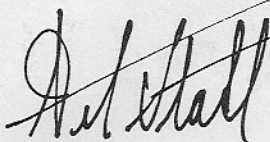
Many of our Squires have spent a good deal of their life in either storage or not being driven for months at a time. While this keeps the total mileage down it also has the undesirable side effect of drying out and "shrinking" some of the many seals on our cars. The end result is usually one hell-of-a-mess on your garage floor. It's so bad on my car that I keep a king-sized drip catcher under the oil pan at all times and clean it out once a month. That condition holds true for both the automatic and manual transmissions but it's extra troublesome on the manuals. If the rear seal is leaking it allows oil to enter the bell housing and coat the clutch disc which in turn causes the car to "shudder", especially in low and reverse. What's the long term effect of this? From a standing stop there is supposed to be a smooth transfer of power between the revolving fly wheel and the stationary clutch disc as you release the clutch pedal. But with an oil impregnated clutch disc the slippage creates an instant heat bond and the disc grab's and causes a chatter along the entire drive train. This will ultimately cause wear on close tolerance metal parts and would have to be quickly fixed on a daily driver. Our occasional use Squires were built with some beefy parts in the drive train but when it gets intolerable it should be fixed.

Bill Lieske's data sheet tells you just how to do it with one exception. Do you do the repair in or our out of your chassis? Without pulling the engine you'll need an overhead hoist or a grease pit. The pro's say: pull the engine, also not an easy job and better left to experts. It requires a "cherry-picker" or chain hoist and an engine stand. You must first remove the headlight bar, radiator shell & radiator then disconnect the motor mounts, bell housing and clutch pedal assembly, easing the engine out so you can mount it in the stand and turn it upside down. From there it's a snap! Pulling the engine also allows you to clean up & paint the engine and compartment and do a little insulation work.

I'm rapidly approaching "intolerable" so I'll do mine one day soon. I either have all the necessary tools and equipment or have them available so I'll tackle it myself and if I run into any major snags I'll report it in a later newsletter.

AND ALWAYS REMEMBER

Carpe Diem does not mean fish-of-the-day!



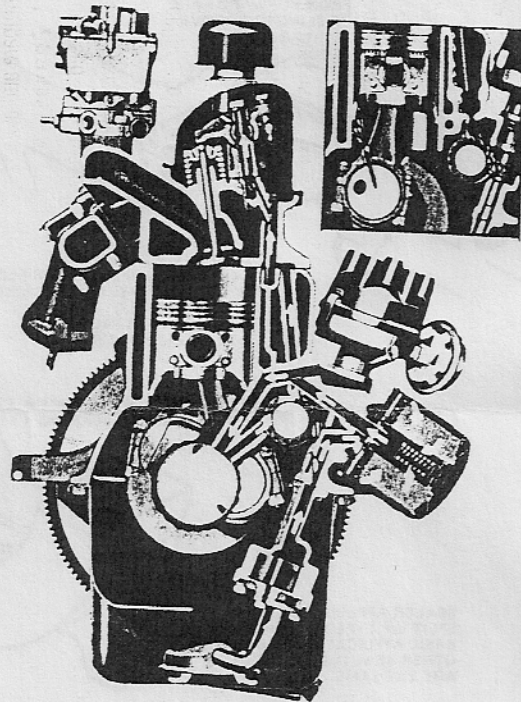
FORM 3077W LITHO IN U. S. A.

TOTAL EXPENSE	→	586.00
TOTAL INCOME	→	<u>525.00</u>
		-61.00

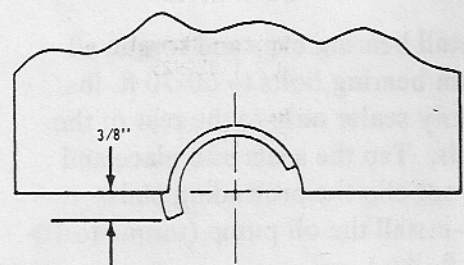
REPLACING OIL SEALS ON THE SQUIRE SS-100 250 CID ENGINE

The following procedure applies to all Squire SS-100's regardless of whether equipped with manual or automatic transmission.

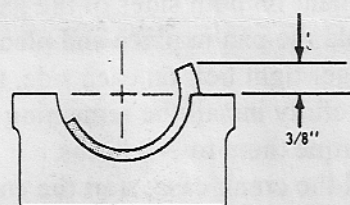
1. Oil pan is removed after crankcase has been drained, dipstick has been removed and the flywheel or converter housing inspection cover has been removed..
2. Loosen the 24 bolts retaining the pan to the crankcase. Lower the pan to provide access to the oil pump.
3. Remove the two bolts retaining the oil pump inlet and screen to the oil pump. Remove the inlet tube and screen assembly. Now, remove the oil pan and discard the old pan gasket.
4. Loosen all main bearing caps, allowing the crankshaft to lower no more than 1/32".
5. Remove the rear bearing cap and the seal from the cap and block. Clean the gasket surfaces and the seal retainer grooves of the block and oil pan with solvent.
6. Soak the new seal halves in clean engine oil.
7. Install the upper half of the seal in the block with the undercut side (seal lip) of the seal toward the front of the engine. Slide the seal around the crankshaft journal until 3/8" protrudes beyond the base of the block. See drawings, back of this sheet.
8. Repeat the above procedure for the front gasket and for both lower gaskets as they install in the oil pan. The front gasket lip faces toward the rear of the engine.
9. Apply 1/16" of RTV (ESE-M4G195-A) sealer as shown, to both block and bearing cap. Use care that sealer does not get on the split lip seal.
10. Install bearing caps and torque all main bearing bolts to 60-70 ft. lbs. Apply sealer only to the rear of the seals. Tap the seals into place and do not clip the protruding ends.
11. Re-install the oil pump (torque to 10-15 ft. lbs.).
12. Stick new pan gasket in place with a thin film of RTV or Form-A-Gasket cement on both sides of the gasket.
13. Hold the pan in place and place a finger tight bolt on each side, then carefully install the remaining bolts. Torque them to 7-9 ft. lbs.
14. Fill the crank case, start the engine and allow to warm up to normal operating temperature. *Check for oil leaks!*



Engine lubrication—six-cylinder engine



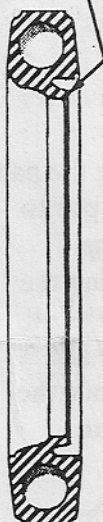
SEAL HALVES TO PROTRUDE BEYOND PARTING FACES THIS DISTANCE TO ALLOW FOR CAP TO BLOCK ALIGNMENT



REAR FACE OF REAR MAIN BEARING CAP AND CYLINDER BLOCK

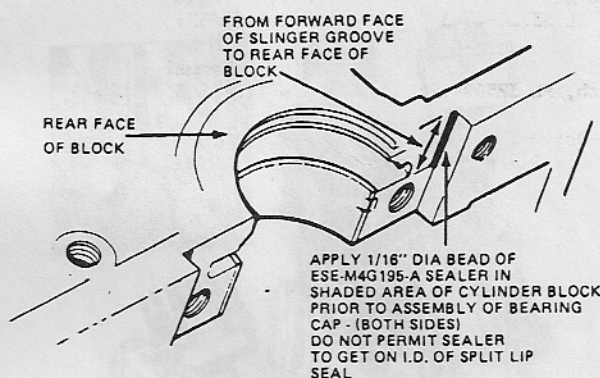
INSTALL SEAL WITH LIP TOWARDS FRONT OF ENGINE

FRONT OF ENGINE



VIEW LOOKING AT PARTING FACE OF SPLIT, LIP-TYPE CRANKSHAFT SEAL

Installing Rear Main Oil Seal

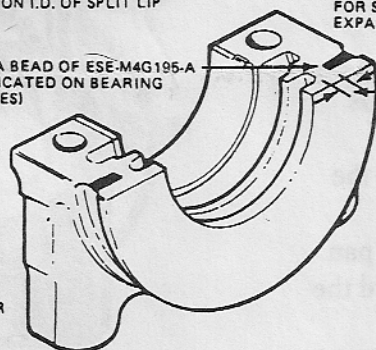


APPLY 1/16" DIA BEAD OF ESE-M4G195-A SEALER IN SHADED AREA OF CYLINDER BLOCK PRIOR TO ASSEMBLY OF BEARING CAP - (BOTH SIDES) DO NOT PERMIT SEALER TO GET ON I.D. OF SPLIT LIP SEAL

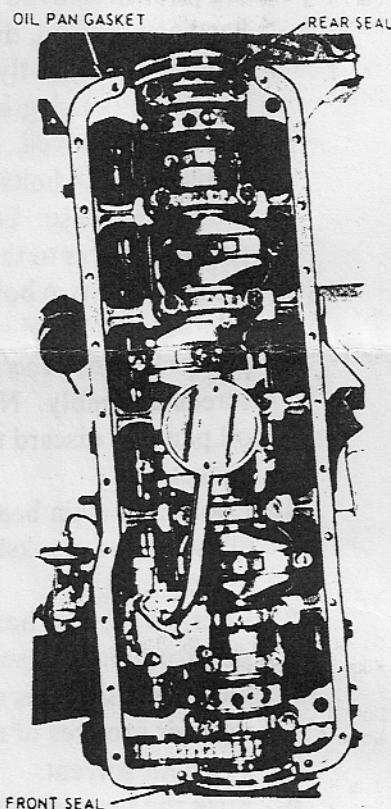
APPLY 1/16" DIA BEAD OF ESE-M4G195-A SEALER AS INDICATED ON BEARING CAP - (BOTH SIDES)

LEAVE 1/8" GAP FOR SEALER EXPANSION

SEALER APPLICATION SKETCH SPLIT LIP TYPE SEAL SHOWN BASIC APPLICATION AREAS FOR OTHER SEAL INSTALLATIONS ARE THE SAME.



Applying RTV sealer to main bearing cap and block



Oil pan gaskets and seals—six-cylinder engines

SQUIRE SS-100 REGISTRY
January 1998 ROSTER

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Yellow - Auto
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PRODUCTION SEQUENCE

NUMBER	LOCATION	OWNER	NUMBER	LOCATION	OWNER
01	PA	FELBIN	26	NJ	COPOLLA
02	NY	CUNEO	27	*	*
03	MI	PILARSKI	28	LA	KAUFMAN
04	MA	CARLSON	29	OH	BARRINO
05	NY	HANDLE	30	GA	BOLES
06	CT	THOMAS	31	*	*
07	TN	SIMMS	32	CA	SPIELMAN
08	NC	MURRAY	33	*	*
09	AZ	DIMOND	34	TN	FREEMAN
10	MD	EDMANDS	35	NY	SHER
11	TN	FREEMAN	36	*	*
12	CO	BALLARD	37	PA	LEONE
13	NY	SEIGERMAN	38	*	*
14	NY	BOULUKOS	39	MD	CRAFT
15	*	*	40	*	*
16	FL	CUNNINGHAM	41	CA	MILLER
17	MD	FALK	42	FL	KNIGHT
18	AZ	JENSEN	43	*	*
19	TX	FULTON	44	AZ	LIESKE
20	NM	WEAVER	45	FL	DEWRELL
21	NC	MURRAY	46	NY	OFFENBERG
22	NY	MANSER	47	MO	O'KEEFE
23	NY	MOORE	48	PA	POMPILII
24	NJ	COVIELLO	49	CA	BOTTO
25	*	*	50	AZ	STAHL