Assignment: Build the "grease gun" into our cars

We went to the mountain to make 1963 Ford-built cars go 30,000 to 100,000 miles between major chassis lubrications

Quite a task faced Ford Motor Company engineers when they set out to eliminate the traditional trip to the grease rack every 1,000 miles.

Like Muhammad, they went to the mountain—Bartlett Mountain on the Continental Divide in Colorado. More molybdenite is mined there than in the rest of the world combined. And from molybdenite ore comes the amazing, "moly" grease that helps extend the chassis lubrication intervals for Ford-built cars. This grease sticks tenaciously to metal, stands up under extreme pressures and resists moisture, pounding and squeezing. It is slicker than skaters on ice!

New, improved seals were developed. Bushings, bearings and washers of many materials were investigated. Slippery synthetics, like nylon and tetrafluoroethylene, were used in a number of new ways.

The search for means to extend chassis lubrication intervals also led to New Orleans—where experimental suspension ball joints lasted 340,000 miles in regular service two years without relubrication.

It took time. And ingenuity. But the effort paid off when Ford-built cars were the first to go 30,000 to 100,000 miles between major chassis lubrications.