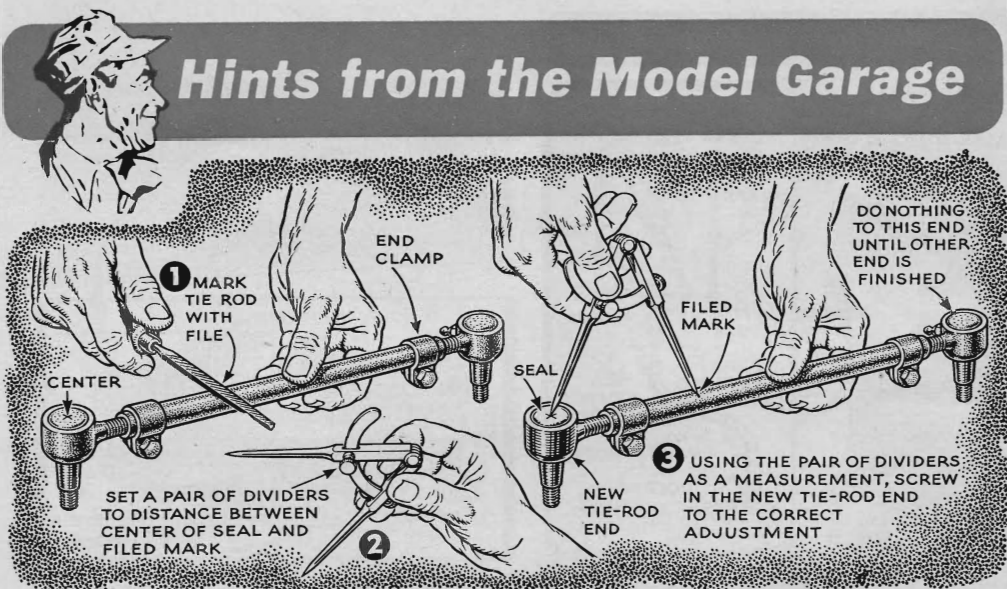


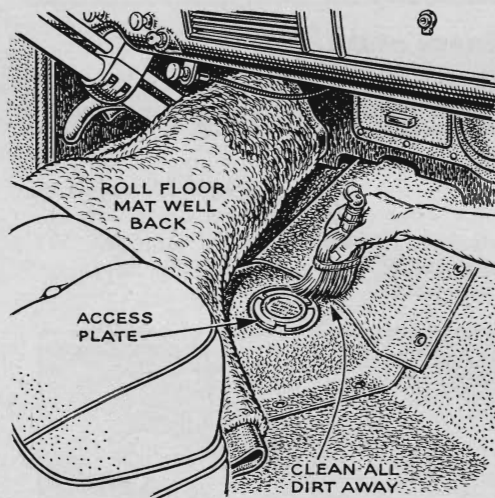
Hints from the Model Garage



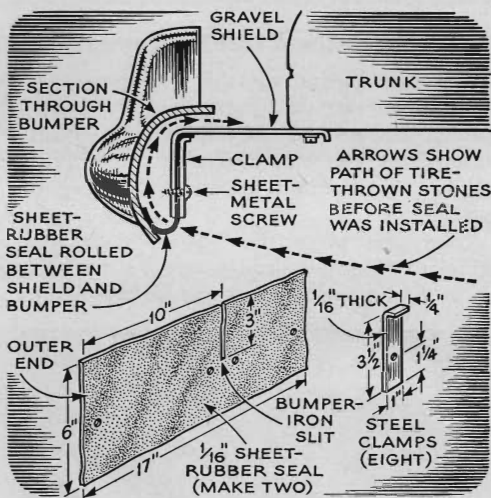
Replacing Tie-Rod Ends. When worn tie-rod ends are replaced, the following procedure will make it unnecessary to realign the wheels after the job is done.

Remove each tie rod from the steering assembly without loosening the clamps that

hold the ends to the rod. About 6" from the end, file a mark on the rod (1). Set a pair of dividers so one end is at the center of the seal over the end ball, the other at the filed mark (2). Turn up new end until it equals this measurement (3).

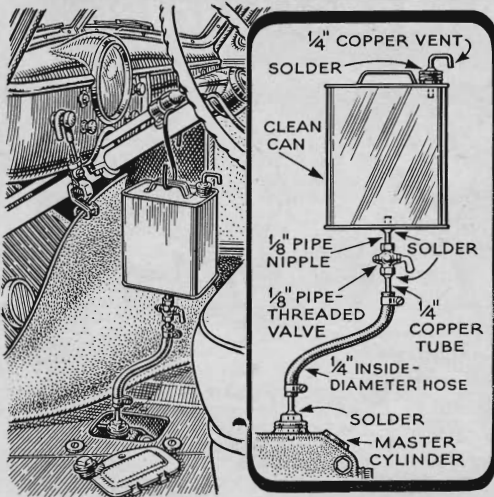


Keep Dirt Out of Transmission. On many cars with automatic transmissions, the fluid-level inspection plug and filler-tube are located where dirt collects. Make sure this is brushed away before the transmission is opened. Dirt dropped or washed inside the delicate mechanism can result in an expensive repair bill.

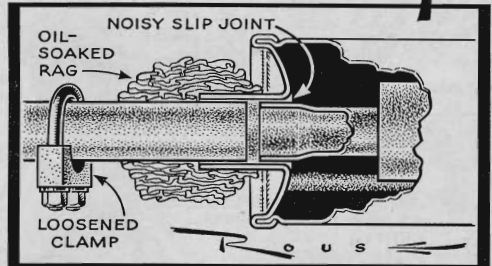
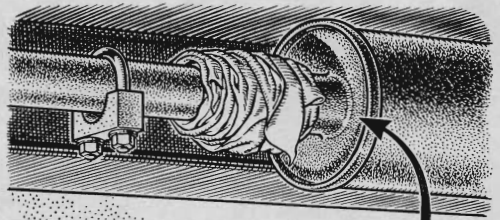


Shield Seal Stops Flying Stones. In at least one new car model, small stones thrown up by the rear tires collect on top of the rear gravel shield, marring the finish. Discovering that the stones were passing through the bumper-bracket slots and an opening between the shield and bumper, one owner installed the seal shown above.

MORE Hints from the Model Garage



Bleeding Hydraulic Brakes. This rig will make it easy to bleed your brake system after a repair job. To assemble it, you'll need a spare cap for the master cylinder. Solder a piece of $\frac{1}{4}$ " tubing into a hole drilled through this cap. You can also use the assembly to flush the brake system with alcohol.



Oil Quiets Noisy Muffler. If noises come from a muffler slip joint, wrap the joint with cloth, saturate with penetrating oil, and leave overnight. If this fails, remove muffler and apply the oil. The oil cleans out rust that keeps joint from slipping properly when temperature changes expand or contract the inner muffler tube.

Dash Indicator Checks Level, Cleanliness of Oil

PUSH one button on this car accessory and you can see whether your crankcase oil is too low or too dirty for safety. Push another and you can also check the fluid level in an automatic transmission, if you have one.

When you press the button with the engine running, manifold vacuum draws oil into a glass-faced indicator. At the same

time, a lamp behind the indicator lights up, showing whether the oil is clean or dirty. A hollow dip stick that comes with the Oil-Eye unit must be cut to equal the "low" mark on the regular dip stick. Thus, if oil drops below this level, none will show in the indicator. Oil-Eye Corp. of America, Winoona, Minn., also makes units for crankcase use only.

