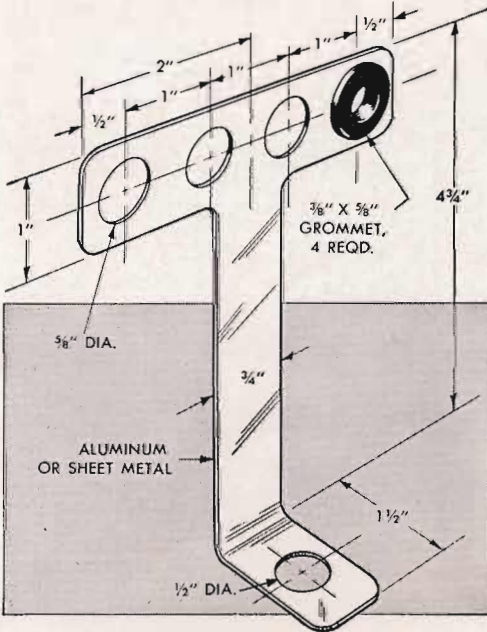


has become worn and frayed, grounds and short circuits are likely to occur along with the ever-present possibility of fire. Low-voltage wires leading to the lights, horns and other accessories can be reinsulated with friction tape and a coat of lacquer. Trace each wire individually from the accessory to the point where it enters a sheathed cable, or loom, inspecting the wire with special care under the metal clips which fasten it to the car body. If the insulation at the cable is doubtful, remove as much of the sheathing as necessary. Then, tape the wire tightly, using a long spiral and overlapping each turn about one third its width. When all the leads have been taped, coat them with clear lacquer. Tape the opened end of the cable, secure loose wires to other leads or a firm support and tape them together. Finally, apply lacquer to all taped joints to seal the tape and prevent its coming loose because of wear.

Installing spark plugs: When installing new or cleaned spark plugs, proper dissipation of heat through the plugs can usually be assured by following these simple rules. First, clean the threads of the plugs and those in the cylinder head, being sure to remove all accumulation of carbon. Always use new gaskets and take care that they are not seated in a "cocked" position. To avoid this, place a small amount of grease on each gasket to make it adhere to the body of the plug, and then start the latter with your fingers. If plugs cannot

Current leakage is cut down and engine missing is reduced if spark-plug wire holder is made with metal



If low beam burns out, tilt both headlights downward so high beams will serve as low beams, shown above

be turned all the way in without the aid of a wrench, apply a small amount of oil to the threads. Finish tightening the plugs with a torque wrench to the value specified by the manufacturer of the plugs.

Starting the car easier: Not being able to start your car on a miserably cold, wet day is a disheartening experience that may be prevented by a few simple preventive measures. Dirt on spark-plug porcelains absorbs moisture which causes the plugs to short. Wash all the spark-plug porcelains with alcohol, then wipe dry. Scrub gasoline over the irregular shape of the distributor cap with a clean paintbrush, using enough gasoline to flush away the dirt. Leave the cap on the distributor so gasoline does not drain through the distributor into the crankcase oil. Brush gasoline inside the distributor cap, holding the cap away from the distributor. Wipe each spark-plug and ignition wire with a rag saturated with gasoline, then dry the wires with a cloth to remove loosened dirt. To insure ease of starting and economical performance, replace any wires on which the insulation is rotted, as it will absorb moisture and cause trouble.

No possible cause for leakage of current should exist. A single strand of fine wire projecting from a flexible cable will be enough to cause a short circuit.

All connections must be bright and clean because dirty connections will add resistance. Binding posts, screws and the ends of the wire must be scraped clean before the wire is attached. This is very important in low-voltage wiring.