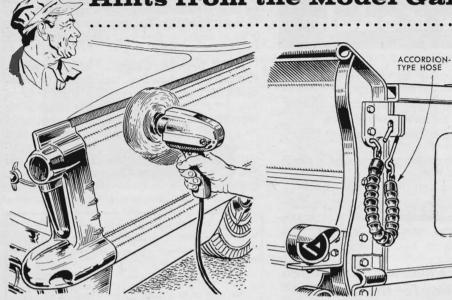
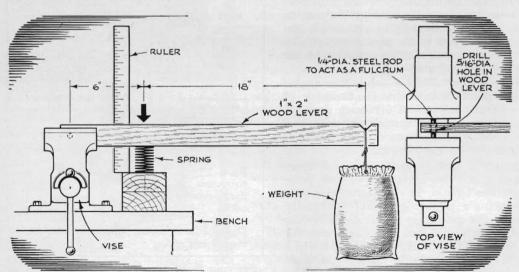
Hints from the Model Garage



When polishing a car with a power buffer, it's easy to wear through the paint on sharp edges like the rain gutters and ridges on the hood and fenders. To avoid this, cover the edges with masking tape and polish them later by hand.

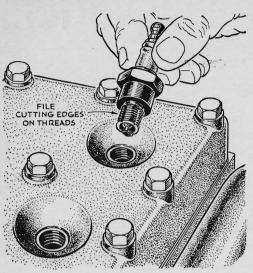
Hush noisy tailgate chains by covering them with lengths of accordion-type rubber hose—the kind used in car heaters, skin-diving equipment, or old war-surplus gas masks. They'll save wear and tear on paint as well as your nerves.



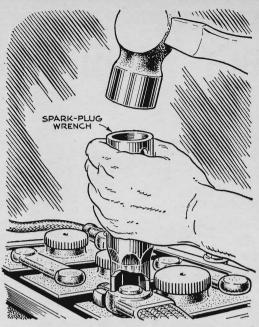
Check valve and clutch springs for proper strength with a rig like this. Shop manuals list correct spring compression under a given load. If a spring compresses more, it should be replaced. To find the weight needed for the end of the

lever, multiply the desired load on the spring by the distance (here 6") from the fulcrum to the spring, and divide by the lever's total length (here 24"). The result is the required load in pounds. Measure spring compression with ruler.

More Hints from the Model Garage



Clean engine threads when you're doing an overhaul by running dies on studs and taps into holes. An improvised tap for spark-plug holes can be made by filing notches across the threads on an old plug to give them a slight cutting edge.



To drive battery clamps straight and securely onto terminal posts, place a spark-plug wrench on top and tap it gently. The hollow wrench end drives the clamps on without cocking or deforming them, as direct hammering often does.



Need more work room in your garage? A car can be quickly shoved over this way to avoid repeated jockeying or in case the engine won't run. Place the jack on a wood block fitted with casters, raise the car 1" and push it sideways.



Check battery water with a mirror when you can't see easily into the cells, as in many foreign cars. It will save craning your neck and also eliminate the spillover of damaging acid that can occur if you attempt to fill a battery by guess.