Useful Hints for Car Owners

A Novel Patch Press—Simple Remedies for Motoring Troubles

ALMOST important point in making puncture repairs with cemented patches is to use plenty of pressure on the patch while the cement is setting. A short piece of board carried in the tool-kit will permit you to use your regular jack, as shown in Fig. 1, to clamp the tube and patch against the under side of the runningboard.

If your car is fitted with runningboards made of corrugated metal, it will, of course, be necessary to use two boards, placing the second board between the underside of the runningboard and the tube surface.

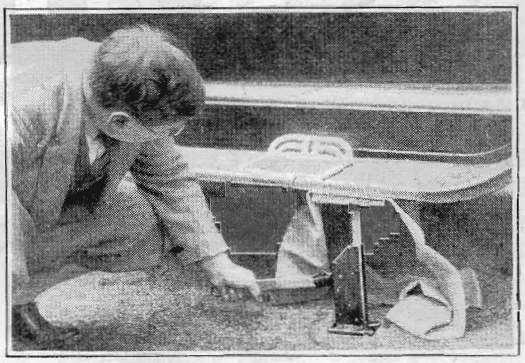

Fig. 1. How a jack and small board can be used against the runningboard to exert pressure on a tire patch until it is secure

THE gasoline pipe frequently gets clogged up between the main tank and the vacuum tank or, if there is no vacuum tank on the car, between the main tank and the carburetor. When this happens, it sometimes is difficult to clear out the obstruction without taking the whole pipe out of the car and attaching it to the air-pressure line.

For this reason it is a good idea to fit a petcock in the pipe line between the main tank and the vacuum tank, as shown in Fig. 2. Then, when the pipe gets clogged, the compressed-air connection can be made to the petcock. With the pipe disconnected at first one end and then the other, the obstruction quickly is blown out.

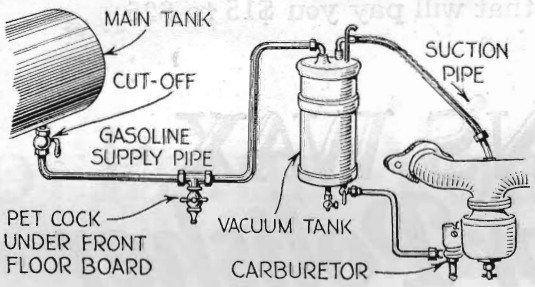

Fig. 2. A petcock fitted in gasoline pipe line between maintank and vacuum tank aids in clearing out an obstruction when the pipe gets clogged. A compressed-air connection can be made to the petcock and the obstruction blown out with little effort

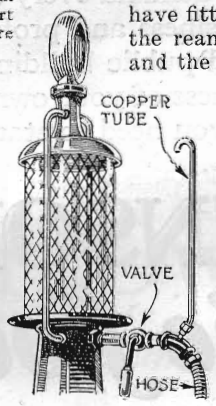

Fig. 3. A vent pipe at the outlet of gasoline pump aids in emptying the supply pipe quickly

CERTAIN types of visible gasoline pumps are not provided with a relief valve at the upper end of the discharge hose. This greatly delays the emptying of the hose after the gasoline has flowed out of the measuring compartment.

A cure for this trouble is a vent pipe arranged as shown in Fig. 3. It consists of a length of one-eighth-inch pipe connected with the supply pipe at the point where it leaves the measuring compartment. The open end of the pipe is carried up above the top level of the gasoline in the measuring compartment so that there will be no chance for gasoline to come out at this point.

When the measuring tank is empty, air rushes into the vent pipe and causes the gasoline in the supply pipe to run quickly into the motor's tank.

POOR connections at the storage-battery terminals often are responsible for trouble in the operation of the car.

Occasionally the trouble is caused by wear. If your terminals are of the plug type, a good way to tighten them when they are worn so loose that the nut fails to draw them up tightly, is to fit a lead sleeve over the plug, as illustrated in Fig. 4. Clamp terminals can be tightened by slotting the post on the battery with a hacksaw and screwing a brass screw into the slot after the terminal has been bolted into place.

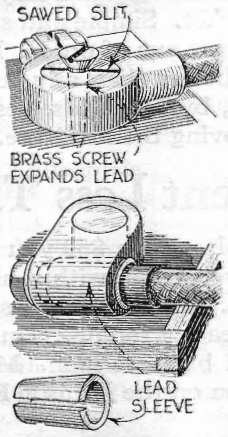

Fig. 4. Above: Clamp-type battery terminal tightened with brass screw. Below: Plug terminal tightened with a lead sleeve

BADLY fitted bearings cause almost as much motor trouble as poor quality oil or scanty lubrication. One point in the automobile motor that deserves careful attention is the wristpin bearing. Owners who overhaul their own cars frequently make a serious mistake in attempting to ream out the new bushings they have fitted to the pistons. They run the reamer through from each side, and the result is often as pictured in the upper illustration of Fig. 5.

A bushing fitted in this way will bind badly for a while and then will become so loose that a terrific noise results when the motor is started. The correct way to ream wristpin bushings is to replace one bushing and then run the reamer through the new bushing by way of the old one on the other side, as shown in the lower illustration. Then the latter is replaced and the process is repeated in the other direction. Theoretically, a reamer should follow the hole, but good results only can be obtained if the reamer is guided properly. Too stiff steering often is due to crooked reaming.

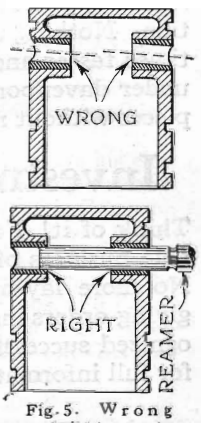

Fig. 5. Wrong and right ways to ream bushings in wristpin bearings

MOTORISTS frequently so miscalculate the clearance in driving into the garage that the rear fender or hub cap always scrapes against the door. A simple remedy is to take some pieces of heavy pipe, and after flattening and bending the ends, fasten them at the door corners as shown in Fig. 6. They should be set at about a 45-degree angle. Then when you drive too close, the tire rides up on the pipe and slides the car away from the door so that the fender does not touch.

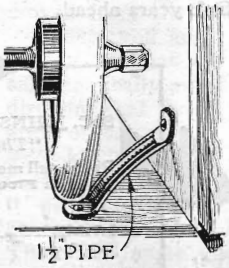

Fig. 6. Heavy pipe fastened across corners prevents the car scraping the garage door

WHEN a vertical tube, fin type radiator becomes frozen or is damaged through collision or fan bracket breakage, leaks develop in a number of tubes. The best way to repair such an outfit is to eliminate the damaged tubes.

As shown in Fig. 7, the fins are pushed up and down until you can get at the burst tubes. These are cut off at each side of the break with a saw made out of a short piece of hacksaw blade fitted to a wooden handle. Then the ends of the tubes are squeezed flat with a pair of pliers and tightly closed by soldering. After that the fins can be pulled back into place.

If the job is carefully done, the damaged area will not be noticeable.

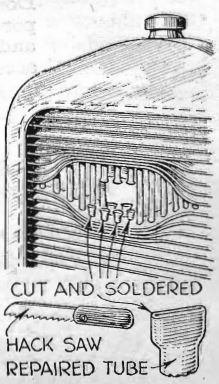

Fig. 7. Radiator repaired by cutting and soldering tubes