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The Car Owner's Scrap Book

By G. W. Donald

Reaming Bushing Without a Reamer

When a bronze bushing is pressed into a hole, it will usually reduce the diameter of the bushing bore so that it will be too tight to take the part which should fit it. Ordinarily, the bushing would be pressed into place and then reamed to size. As a reamer is seldom available in the home garage, some other method must be pursued. Probably the quickest and easiest way is to enlarge the hole of the bushing slightly before pressing it into place. This may be done in the following manner. Procure a round rod and cut a saw slot in one end for a distance equal to the length of the bushing. Then place a piece of emery cloth in the slot and wrap it a few times around the rod until it is almost the size of the bushing hole but will still enter freely. Hold the rod in a vise, wrap a cord twice around the bushing, and pull back and forth on the cord, which will enlarge the hole with a high polish. If there is no vise at hand, the same effect can be produced by holding the rod in the hand and rotating the bushing on a board or

Removing and Replacing the Oil Pan

On some cars, the oil pan is difficult for one man to remove and replace, due not alone to its weight but also to its bulk. Before any of the bolts are removed, a screw jack should be placed underneath, setting it up just high enough to support the pan until all the bolts have been removed. Likewise, when replacing the pan, the bolts will be much easier to start if the jack is first placed underneath. Care must be taken that the jack is not set up too tightly. The wheels should be blocked or the brakes set hard, so that the car cannot move and pinch the jack, otherwise the oil pan may be bent or cracked.

Compression Knocks

Though it is of comparatively rare occurrence, unless a change has been made in the engine, it is possible for an engine to knock due to too high compression. This condition is sometimes produced by machining off the bottom of a cylinder head which may have warped. If no change has been made in the cylinder head, the trouble may be due to a defective gasket, which may have flattened too much when the cylinder head bolts were tightened. The remedy is to use a heavier gasket, though if this cannot be installed at once, a lower-powered fuel should be used temporarily.

If the Starter Fails

If the starter fails to turn over the engine, and you have forgotten the starting crank, and there is no one near to give you a push, and the car is standing on level ground, then jack up one rear wheel, shift to high gear, engage the clutch, and turn the rear wheel forward. Due to the gear reduction in the rear axle, the wheel will turn over without much effort with sufficient speed to start the engine.

Wheel Maintenance

Some makes of wire wheels are installed over false hubs and locked in place by lock nuts. Those nuts should be inspected frequently and tightened whenever necessary. If the wheels should become loose on the false hub, they will creak and, in time, will injure the fittings. On all cars having the rear wheels fastened to the tapered end of the drive shafts, care should be taken that the hubs are wedged tightly on the tapers. The rear hub caps should be removed and the nuts drawn up as tightly as possible without injuring the threads. Any looseness of the wheels on the shafts will cause the keyseats to become enlarged, so that in a short time the e will be considerable backlash. If neglected for any great length of time, the ends of the shafts may crystallize and break off on the ends. The alignment of the front wheels should be checked occasionally, as it does not require a very heavy blow to bend one of the steering connections. Rapid tire wear and erratic steering are the result of front wheel misalignment.

Cleaning Spark Plug Hole

When scraping the cylinder head free of carbon, the spark plug holes should be filled with a rag or cotton waste, so that the carbon cannot enter the threads. In spite of this precaution, however, some carbon invariably finds its way into the threads, which will become evident by the scratching sound which is heard when the spark plugs are replaced. If all carbon is not removed, some of it may wedge between the threads, causing the plug to turn tightly before it is screwed home, and may cause compression leaks. If there is an old spark plug at hand, a number of

grooves should be filed or ground across the threads, so that a crude form of thread die is made. Screwing this hole will clean the threads perfectly. This plug should be used before the cylinder head is replaced otherwise the carbon will be pushed into the cylinders.

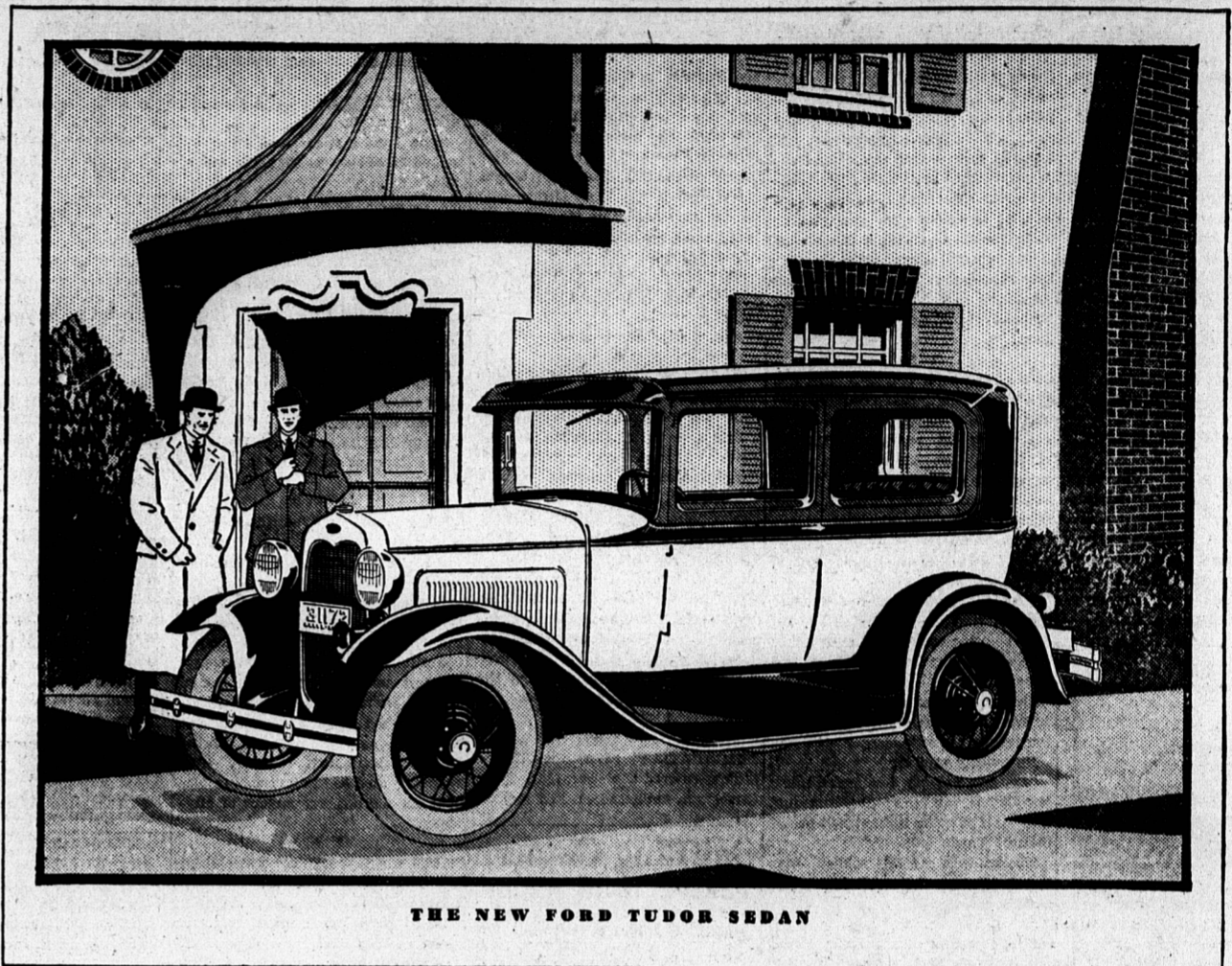
Illuminate the Gasoline Gauge When the gasoline gauge is located on the tank at the rear, it is difficult to read at night, so that there is an ever present possibility of becoming stranded on the road. If the tall or stop light is located on the fender on the same side as

the gauge, the lamp can easily be made to illuminate the gauge. Stretch a cord tightly from the center of the lamp to the center of the gauge, and mark the point where the cord strikes the inner side of the housing. At this point drill a small hole, so that a beam

of light from the lamp will fall on the gauge. To exclude moisture, from the inside of the lamp, a piece of celluloid should be fastened over the hole on the inside of the housing with adhesive tape.

Braking On the Down Grade On a long steep down grade where the constant application of the brakes is necessary, the sets of brakes should be used interchangeably, first using the service brakes and then the emergency brakes. This will prevent overheating the brake drums and burning the linings.

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... torque-tube drive... three-quarter floating rear axle... and Rustless Steel head lamps, radiator shell, hub caps, cowl finish strip, radiator cap, gasoline tank cap and tail lamp.

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—By George McManus

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