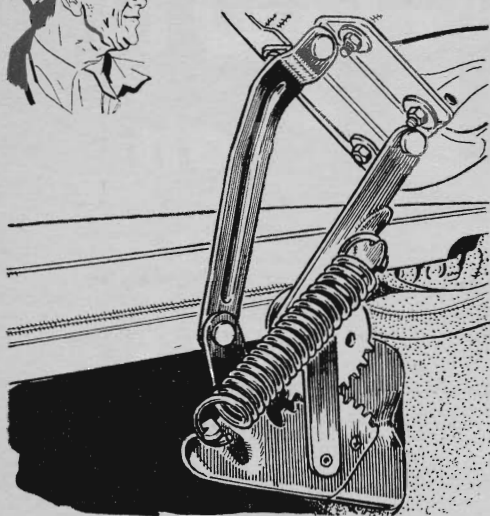
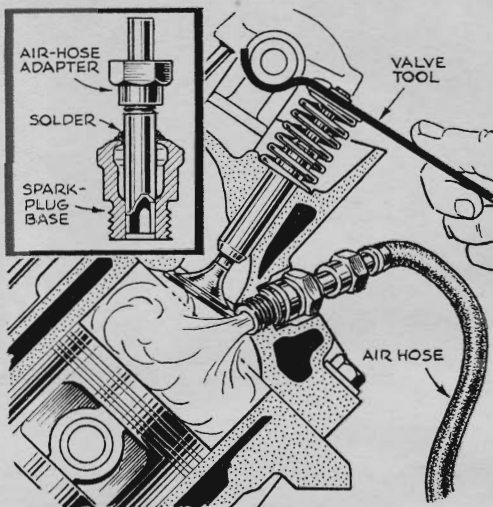




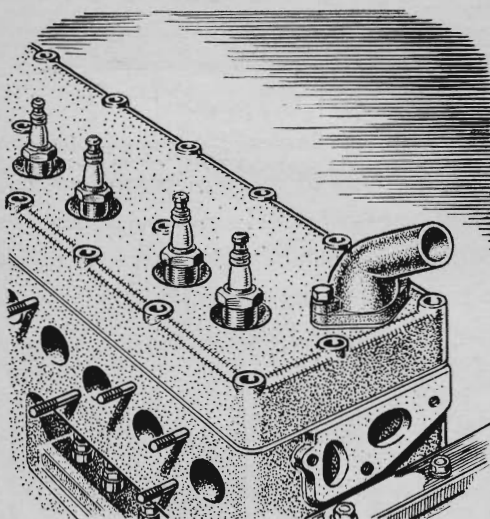
# Hints from the Model Garage



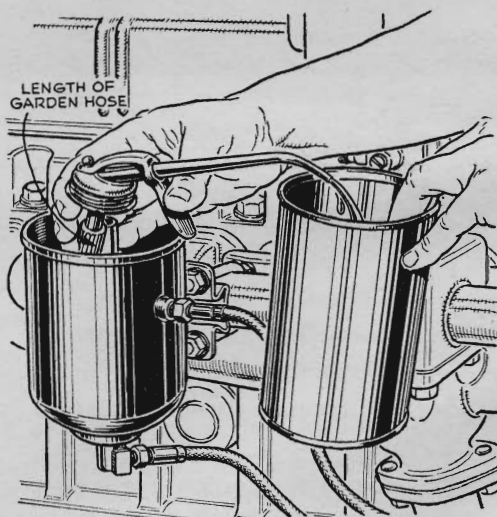
Check the position of hood springs before you unfasten them to remove the hood for major engine work. Reversing the direction of the spring hooks may prevent the hood from lining up properly with the cowl and fenders when you remount it.



To change OHV springs easily, one mechanic does this: He screws an air hose into the spark-plug hole, using an old spark-plug base as an adapter. The valve is kept from moving into the cylinder by 80-100 p.s.i. Unplug the oil pan, set piston at TDC.



To free a cylinder head that's "frozen" to the block, try this easy trick: After you have removed all retaining nuts and bolts, engage the starter. This will build up sufficient compression to loosen and lift the head and save you a struggle.



Changing an oil-filter cartridge gets messy when it's time to drain dirty oil from the filter case. A neat way: Pump out the oil with a plunger from an oil squirt can connected to a piece of old garden hose. Tape the plunger shaft for a good seal.