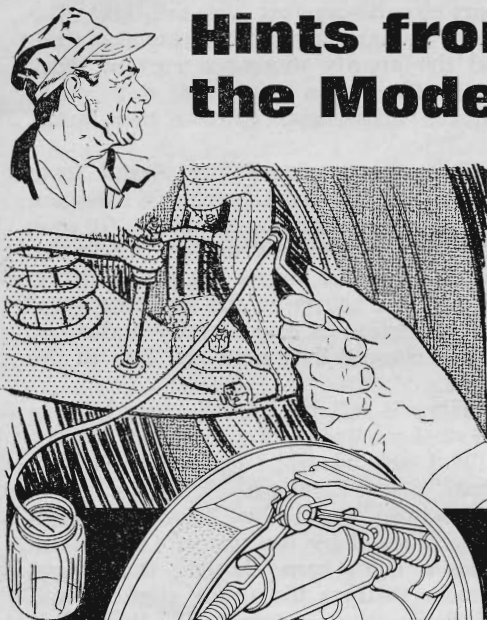
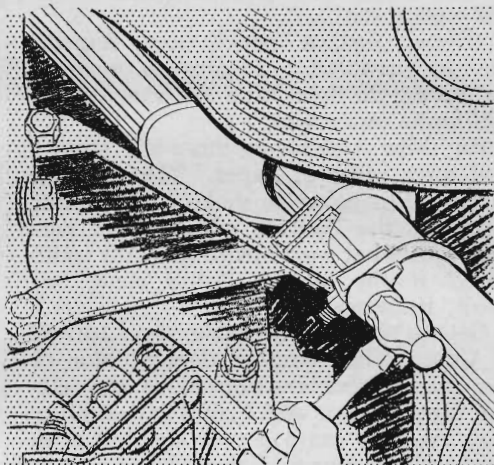


Hints from the Model Garage

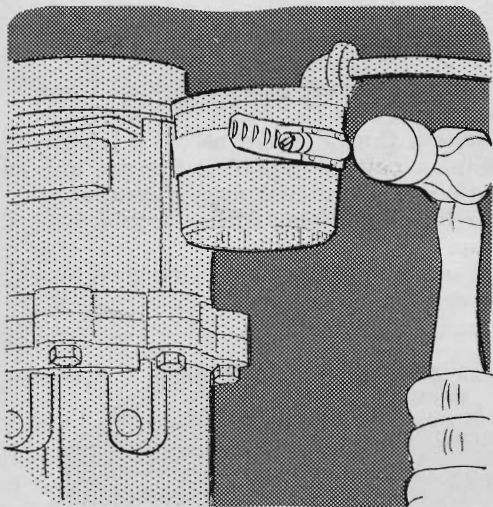
DRAWINGS BY
DAN TODD



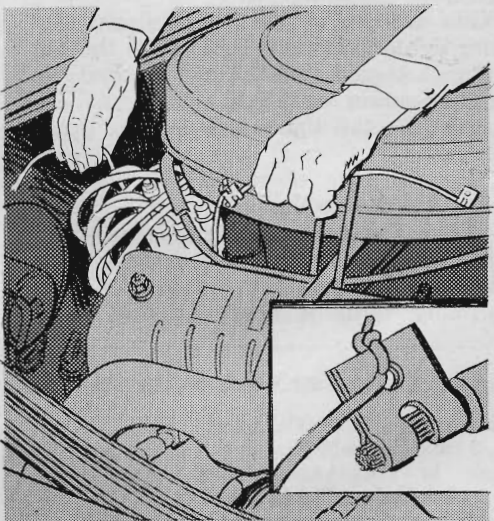
Installing wheel-cylinder kits is easy this way: Start the springs and plungers into the cylinder before reaching behind the wheel and releasing the bleeder valve. This lets air inside the cylinder escape, reduces bleeding time, and keeps plungers in place.



The tail pipe can easily be maneuvered into the muffler outlet, even where there's no room to work, if you put a muffler clamp around the tail pipe four or five inches from the muffler. Steer tail pipe with one hand while hammering on clamp with the other.



A stubborn fuel filter can be removed by simply tightening a band-type radiator-hose clamp around the filter casing and tapping the clamp screw with a hammer. This will free the filter casing and allow you to unscrew it in the normal way.



A faulty primary wire on '60 Fords can be replaced without removing the distributor, if you take the wire off the point terminal, tie a piece of cord in the clip hole. Pull primary wire, untie the cord, tie it to new wire, pull it back through the distributor.