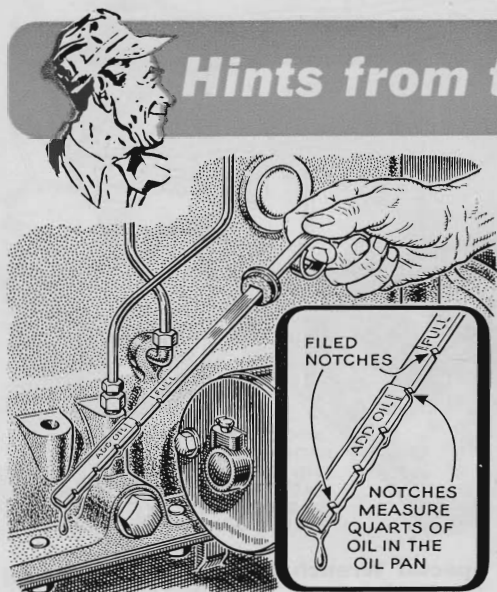
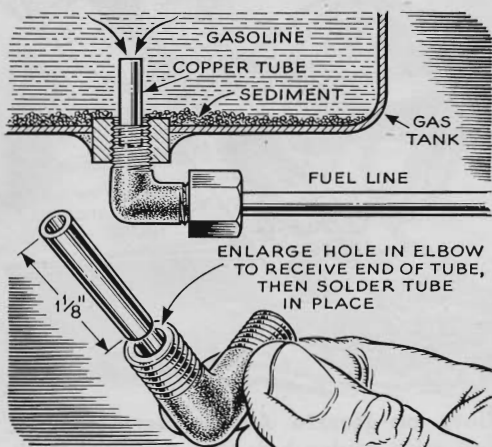


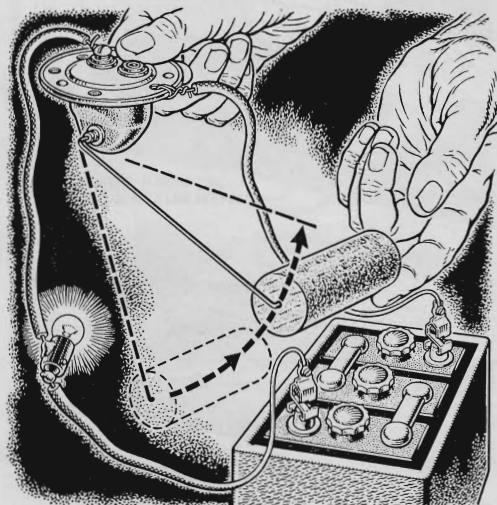
# Hints from the Model Garage



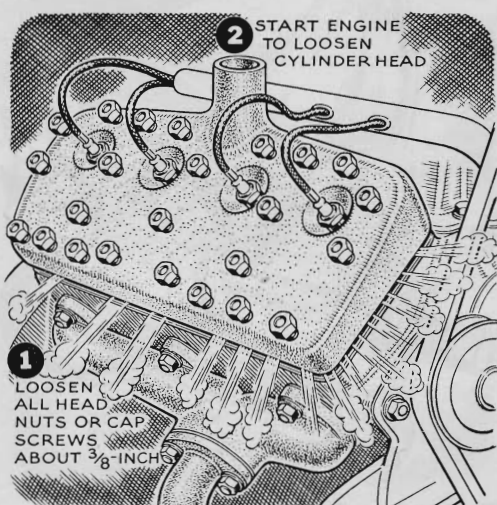
**File Marks Measure Oil.** Next time you change oil, add the new oil a quart at a time and file a mark on the dipstick for each successive level. Your stick will then give an accurate check in quarts.



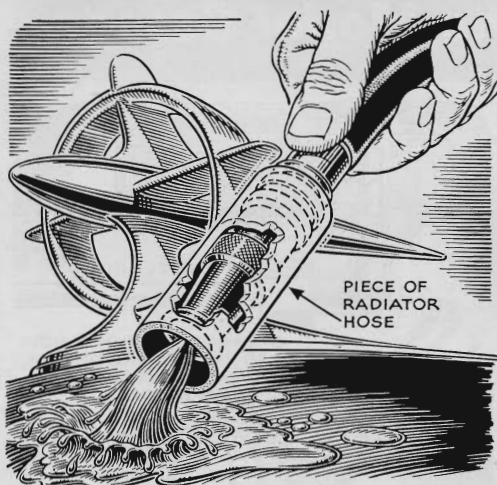
**Keeping Gasoline Clean.** Trucks, tractors and older cars sometimes have the outlet at the bottom of the tank. A piece of copper tubing installed as shown above will help keep dirt from the line.



**Testing Fuel-Gauge Tank Unit.** You can check the rheostat in the tank unit of a fuel gauge by connecting it in series with a small six-volt bulb and then working the float arm. With the float in empty position, the light should barely glow. As you raise it, the light should steadily increase in brilliance.



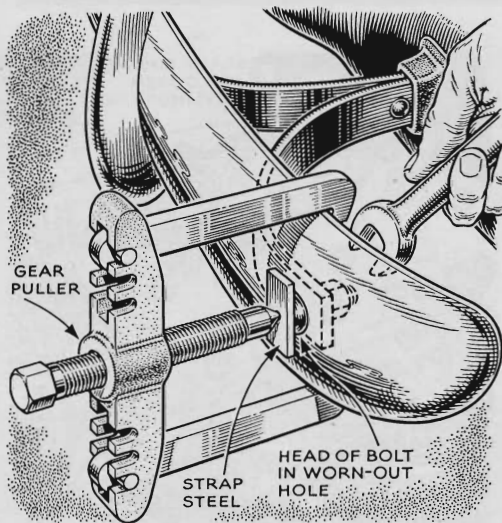
**Blowing a Head Loose.** Because V-type engines will run on one bank, there's a simple method to loosen stuck heads. Back off the bolts on one head about  $\frac{3}{8}$ " , leave the spark wires connected, start motor, and head will blow loose. Then tighten this side down, back off the bolts on the other side and run the motor again.



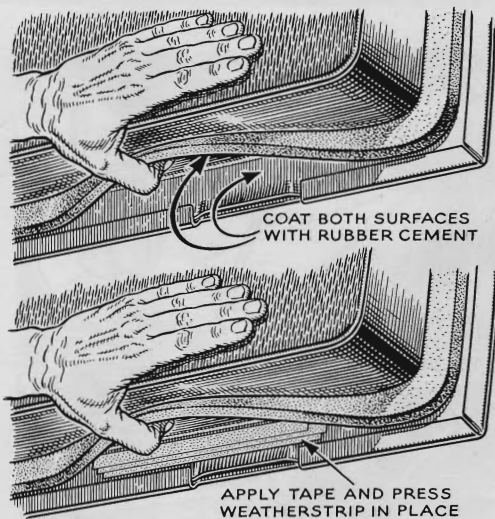
**Hose on Nozzle Avoids Scratches.** If you use a garden hose with nozzle to wash a car, the nozzle may slip from your hand and mar the paint. As a safeguard, slip a piece of radiator hose snugly over the nozzle. Turn this to adjust the spray.



**Special Wrench for Head Nuts.** A long T-wrench made as shown here can save lots of time in removing head nuts or cap screws on V-8 engines. Use one hand as a bearing for the shank and spin the handle rapidly with the other hand.



**Tightening Bumper Bolts.** If a square locking hole in a bumper has become so worn it won't hold the bolthead, assemble a two-jaw gear puller and a steel pad as shown here. (The pad keeps the puller shaft from chewing into the bolthead.) Turn the puller screw down tight and you'll be able to loosen or tighten the bolt as desired.



**Replacing Weather Strip.** When rust on the edges of a car door loosens the weather strip, try this. Coat both the strip and metal with rubber cement after brushing off the rust. Between the strip and metal, sandwich several layers of double-faced cloth adhesive tape (such as Bauer & Black Polyken No. 105). The strip will then hold.