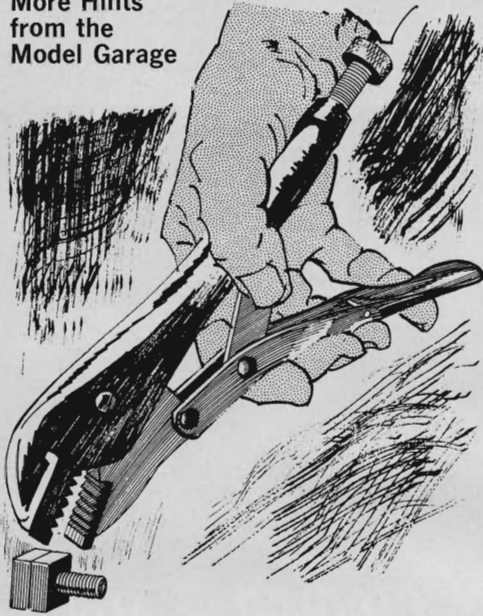
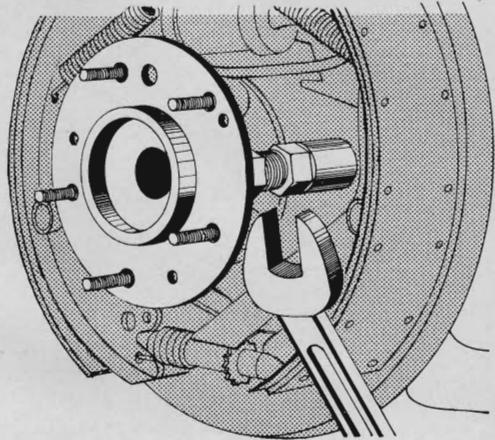
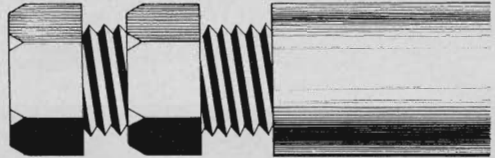


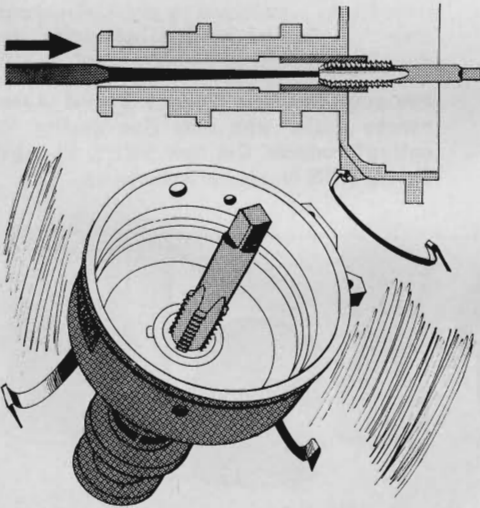
**More Hints  
from the  
Model Garage**



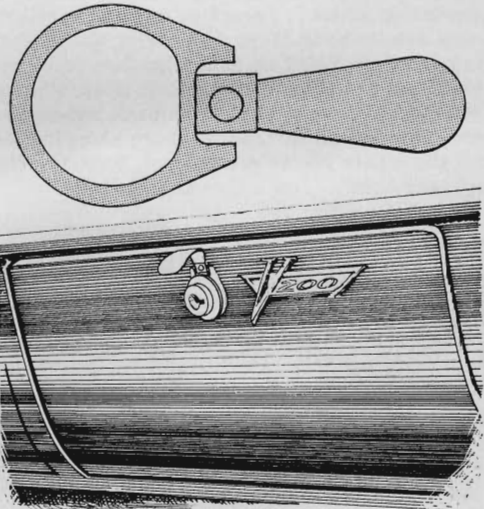
To remove a nut from a bolt or screw with stripped threads, screw another, identical nut down on top of the one that will not unscrew. Then fasten locking pliers on the two nuts. They will come off together. Replace the screw or bolt and throw away the first nut.



Most rear-axle shafts can be pulled by inserting a simple tool between the flange and the backing plate. Use a  $\frac{1}{2}$ "-by- $1\frac{1}{2}$ " bolt threaded to the head. Run a nut on it, and then fit a 1" sleeve against the nut. Unscrew the nut toward the sleeve, and the axle shaft will come loose.



When replacing a distributor-shaft bushing, there is often no shoulder or surface where you can place a drift or punch to drive the bushing out. Insert a tap in the center of the bushing, screwing it in at the bottom. A drift bearing on the end of the tap will force the bushing out.



Some glove-compartment lids have no hook or clip, but are supposed to spring open. What if the spring behind the pushbutton doesn't do its job? The clip from a beer can fits the lock button just right, and the free end can easily be bent to make a readily grasped fingerhold.