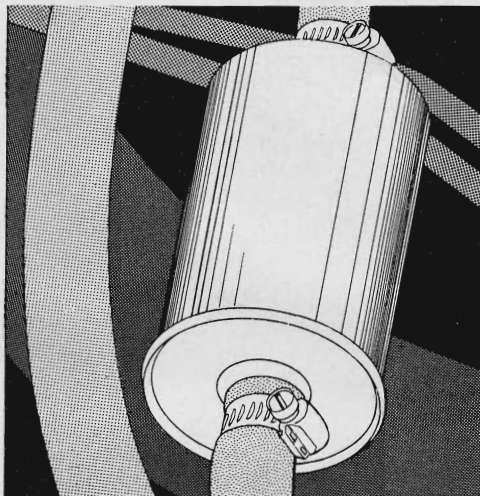


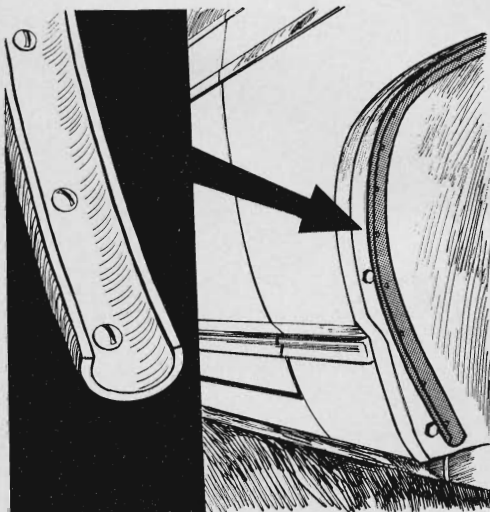
Hints from the Model Garage



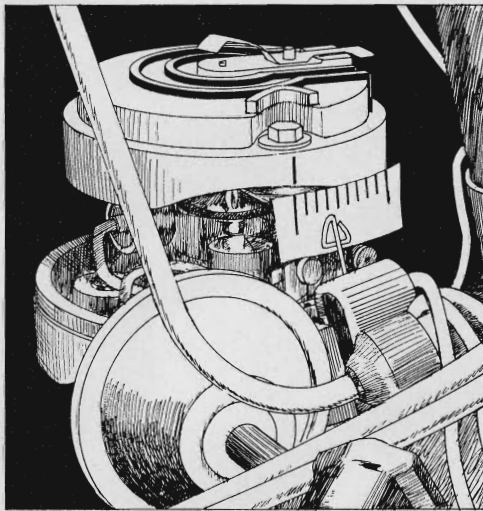
If fuel percolation is a problem, you can correct it by installing a cooler between the fuel pump and carburetor. Use the \$3.85 power-steering cooler from a 1966 Cadillac (part # 1482078). Mount it in a spot where it will receive adequate flow of cool air.



Cure clogging of small "in-carburetor" fuel filters by fitting a large, separate filter, such as General Motors' AC GF-61-P, in the fuel line. These filters are disposable, but have greater capacity and long life. Available from GM dealers and auto-supply stores.



Reduce mud and slush runoff from the wheel wells with a length of soft $\frac{1}{2}$ -inch rubber or vinyl hose. Slit open the hose and secure it to the fender liner about $1\frac{1}{2}$ inches back from the edge of the opening. The slit side of the hose, facing the wheel, works as a gutter.



To check centrifugal advance on GM V-8 distributors, remove cap and mark rotor with a thin vertical line. Make a $\frac{7}{64}$ -inch scale (eight degrees between marks). Align rotor and scale at starting point, hand-turn to full advance, and read off the degrees.