

JOB YOU SHOULD LOOK AFTER YOURSELF

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road dirt finding its way in, particularly in wet weather.

Steering Head King Pins: It is advisable to jack the car up while these are being lubricated, so as to be able to turn the steering completely from lock to lock. This will ensure the lubricant finding its way around the pin; any surplus oil should be wiped off the back plate, as this might find its way inside the brake plug.

Bottom Plate on Steering Gear-box: It will be noticed that the drop arm is attached to a shaft which passes through a bush and the part known as the bottom plate. This is held in position under the steering box by several studs. If there is any movement between the box and the plate, nuts should be removed and new spring washers fitted.

Brakes and their Adjustment: There are one or two points concerning the brakes that owners can easily attend to themselves, but it must be realised that brakes do not necessarily wear evenly. Secondly, it is not advisable to take up all the adjustment at the central point, but alternative

adjustment should be made by occasionally taking the wear up at the cable ends. Another point to remember is that there should be at least one inch of movement in the pedal before actual application of the brakes takes place, and the same remarks apply to the hand lever—in other words, don't over-adjust, but leave a little free movement. A simple method of adjusting the brakes is to jack up all four wheels off the ground, take the hand brake off and, if necessary, let out the main foot brake adjustment and then adjust each cable end until each brake just rubs against the drum. Then slack each adjustment off half a turn. It should be possible when the car is taken out on the road to apply the brake so as to leave a dark mark on the road without locking the wheels. If it is suspected that a brake is rubbing, this can be ascertained by feeling the drum to see if it gets hot, or by tapping it with a spanner to see if the drum rings. If ever a driver has the slightest doubt that his brakes may let him down, they should be taken to the nearest Service Station and examined to see whether the shoes require re-lining, or cleaning out from the

presence of foreign matter inside the drum. With the present state of the roads and the appalling number of accidents, it is the duty of every driver to see that he has good brakes, good steering and proper lights.

It is surprising how little attention the average electrical system receives. How many people think of cleaning the commutator of their dynamo, or putting a little vaseline over the terminals of the battery? The electrical section should be looked over by a Service Station completely once a year, for they would indicate those points to the owner that he should periodically attend to. There is one point in connection with electrical system, viz. the electrical petrol pump. This is clearly indicated on page 70 of the *J.2 Handbook*. It is a comparatively simple matter to extract the strainer and clean this as well as the valves at the top of the pump. When the petrol is getting very low in the tank, this is usually indicated by a metallic hammering in the petrol pump; the same noise will be produced should there be an air leak in the petrol line, except that the hammering will not be so fast.