

Spring car care.....

Tips for a better looking vehicle

1. When washing your vehicle, always rinse it off thoroughly first. This remove abrasive grit and dust which scratched the paint if caught under your wash mitt.
 2. Don't use household detergents as a car wash. These high pH products, designed to cut grease, will not only remove your wax coatings but can also harm your clear coat paint finish.
 3. Some aluminum or magnesium sport wheels have a clear coat finish. Do not use abrasive pads or acids which will strip that protective coating.
 4. "Acid Rain" doesn't just come from rain, but also from industrial fallout activated by moisture such as dew or fog. To prevent acid rain damage, wash or rinse your vehicle after any moisture fall or accumulation, then chamois-dry it completely.
 5. Avoid car washes using nylon brushes or recycled water. Brushes will scratch the painted surfaces and recycled water may contain salt from previous vehicles.
 6. Don't let bird droppings, bug stains, tree sap, or tar sit on your paint. Use a mild car wash solution (tar may need mineral spirits followed by car wash solution) to remove them as soon as possible, then rinse and chamois dry.
 7. Chips and scratches in your paint should be repaired to prevent blisters (moisture wicking through the primer under the paint) or worse yet, surface rust.
 8. All exterior and interior vinyls should be cleaned and dressed at least once a year to prevent drying and cracking. Use a pH neutral wash solution in water, and buff dry before application of dressing.
 9. To clean leather, use a mild soap and water; then wipe with damp cloth and buff dry.
 10. To remove decals from bumpers, use a hair dryer to loosen the adhesive; then scrape clean with an old credit card. If it's a painted bumper, keep heat source low.
- courtesy of Ziebart TidyCar

Check your suspension

If you notice your tire tread "cupping" (which can cause a thumping noise) and the car is handling poorly, possibly giving you a bouncy ride, you may be ready for MacPherson struts, advises the Car Care Council of the Automotive Industries Association of Canada.

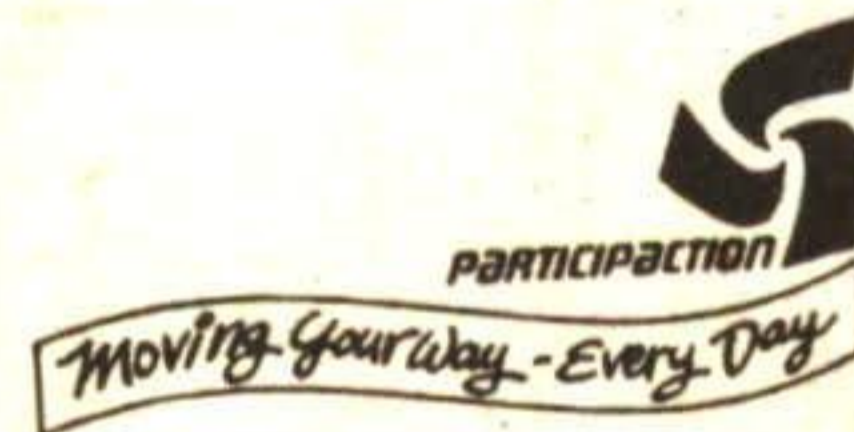
The MacPherson strut is not the traditional dance of a Scottish clan; it's part of the suspension system found on most of today's smaller cars with front wheel drive. Featuring a more compact design, the strut combines, in a single unit, the shock absorber, the upper control arm of the suspension and, in some cases, the chassis spring.

An alternative design to the conventional shock absorber, the strut generally has a somewhat longer life expectancy. Service or replacement, however, is a more expensive procedure. This is because the strut itself is a major component of the suspension system.

According to the Car Care Council, the best way to determine whether or not your car's struts or shock absorbers still are serviceable is to have vehicle inspected on a hoist by a professional mechanic. A visual examination of the parts, along with a test of their mechanical integrity, will help determine the need for replacement.

Because these parts do wear out gradually, it sometimes is difficult to realize they may have deteriorated. However, when driving or stopping on a "washboard" surface or when negotiating a tight turn on a rough road, worn shocks or struts soon will become apparent. The situation becomes dangerous when the wheels begin bouncing off the ground and driver loses control of the car.

The Car Care Council advises that shock absorbers and struts be replaced in pairs. If the car originally was equipped with the new gas-filled shocks, be sure to replace them with units of the same type.



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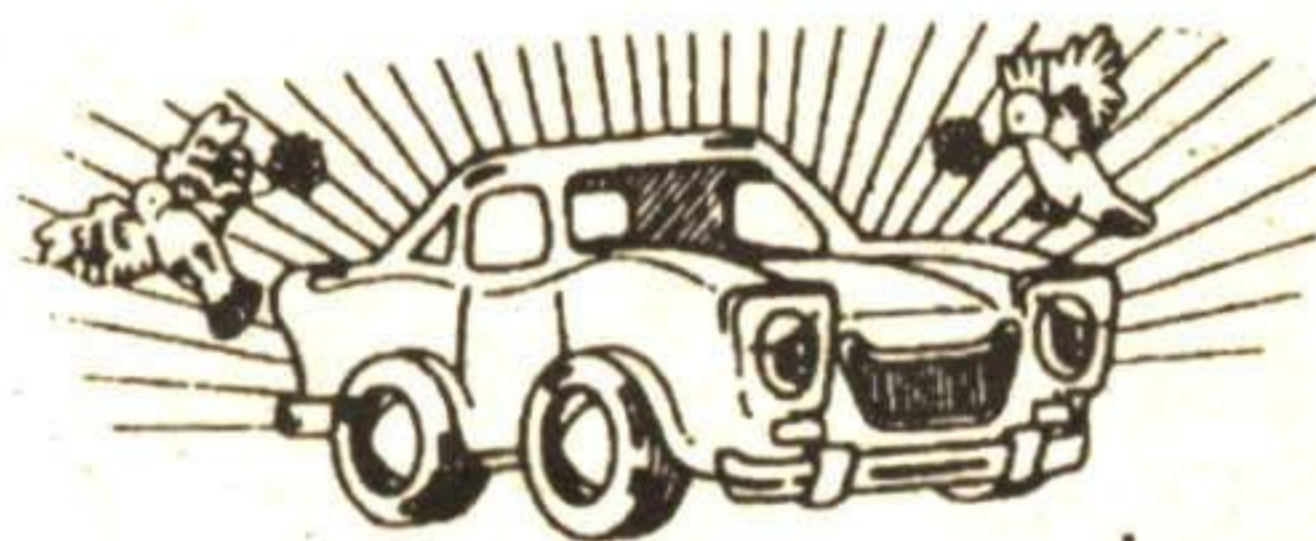
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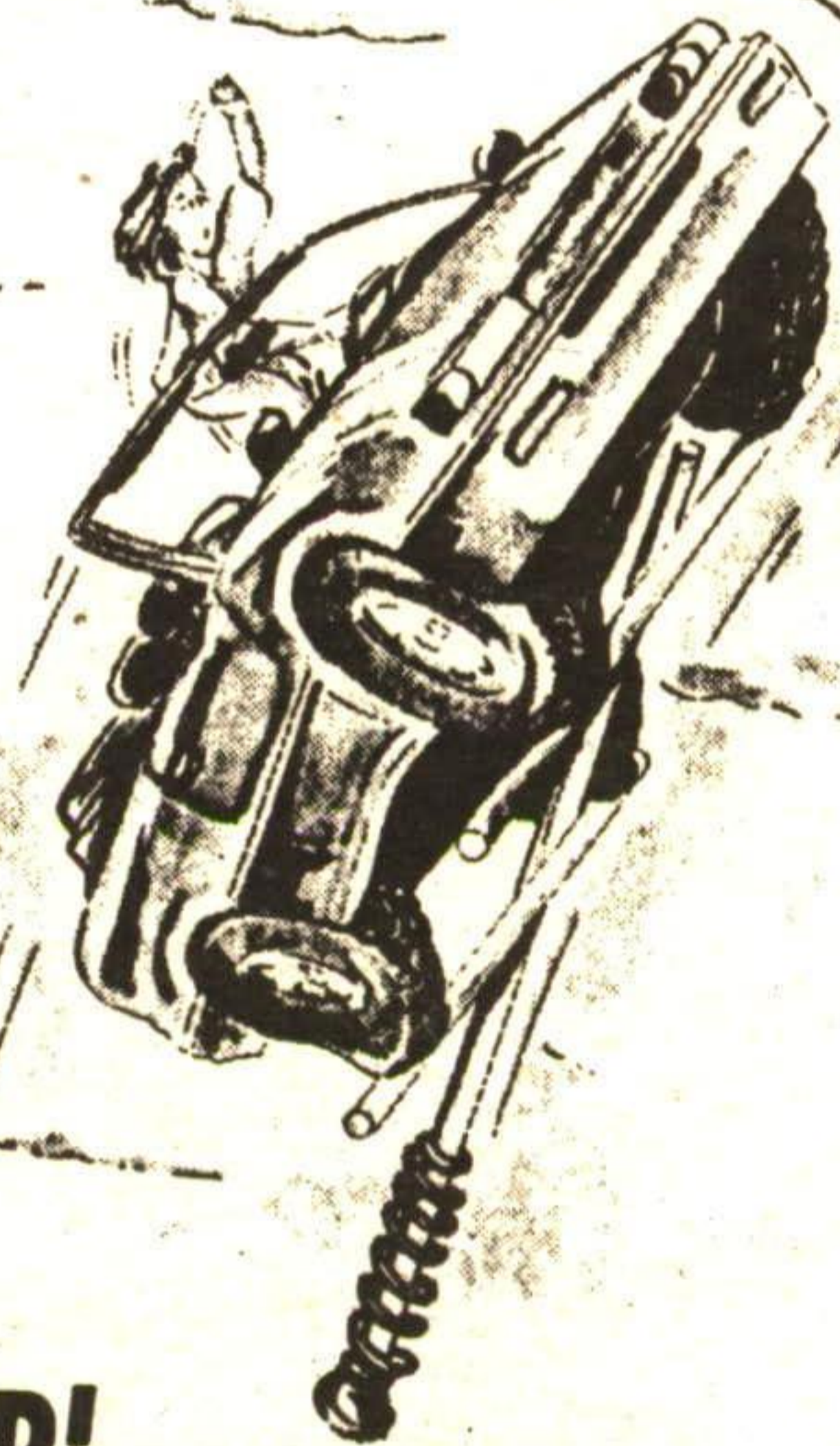
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