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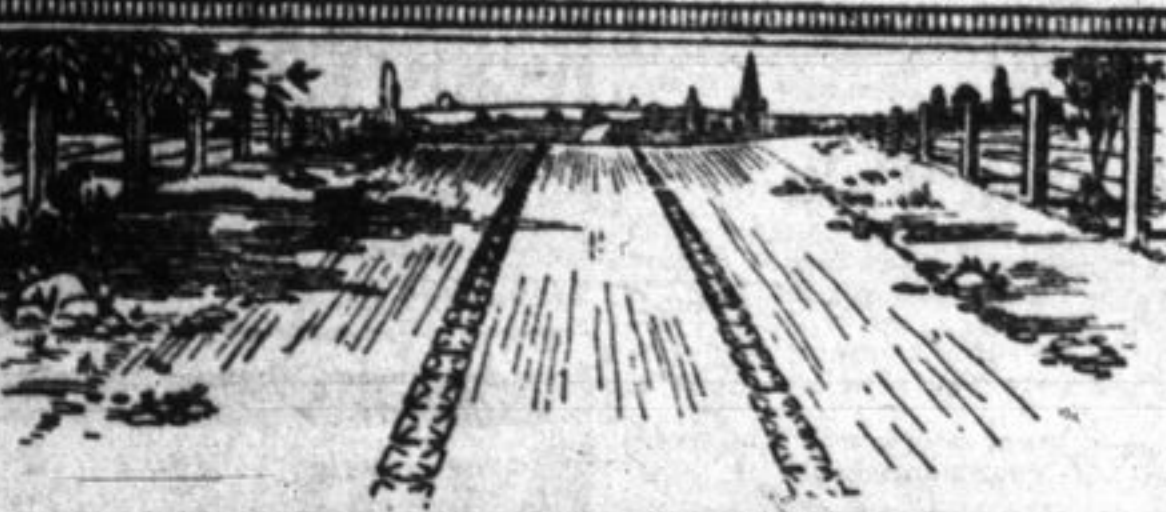
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HINTS FOR THE MOTORIST

by **ALBERT L. CLOUGH**
Editor Motor Service Bureau Review of Reviews

Dealing With Exhaust Leaks

Gasoline And Oil Odors Are Attributable To Them.

LEAKAGE OF GASES from the exhaust system is of increased importance now that closed cars are so generally used because the escaping gases find their way into the body space and are annoying on account of their odor, as well as potentially dangerous to health. Leakage may occur at the joints where the manifold joins the exhaust pipe, if the gaskets are not perfect; around worn exhaust valve-stems; past leaky exhaust-valve caps and even around loose priming cocks and spark plugs. It may also take place through cracks or sand holes in the manifold, exhaust pipe and at its connection with the muffler. Heater connections may be leaky or the connections to carburetor jackets may not be gasketed. The escaping exhaust from the carburetor jacket may not be piped clear of the body. To locate exhaust leaks, feed kerosene freely into the carburetor air intake while the engine is running, so as to make the exhaust gases visible and go over the whole system looking for escapes of white smoke. Holding something loosely over the muffler tail-pipe opening and running with retarded spark will exaggerate the leaks and render them more noticeable. New gaskets well tightened, the renewal of valve stem guides, the replacement of piping, which may have cracked, and the tightening of unions in carburetor jacket connections will stop such leaks as are discovered.

MORE OVER-OILING TROUBLE

F. L. G. writes: A lot of oil leaks past the pistons of my engine and last season I had a new set of piston-rings put in which my repair man said would stop this leakage, but which proved effective in part of the cylinders only. I am now advised to have the cylinders honed out and over-size pistons and new rings installed, with the promise that the engine will be as good as new. This is an expensive job. Do you think that it will pay?

If air were passing through a small hole at great speed or as if a shaft were dry. Everything is well lubricated however. Sometimes this noise is continuous for hours and again, I will not hear it for a week. What do you think causes it?



Answer: We do not know, but here are a few suggestions: Some small part of the carburetor or the carburetor exhaust jacketing connections is set into vibration by the impact of the moving gases; there is a loose gasket somewhere in the exhaust side or possibly on the intake side, the edge of which is struck by the moving gases and caused to vibrate; the generator brushes squeak, although this sound would vary with engine speed; or there is some small and light object, located on or near the engine that takes up a high-pitched vibration from the motion of the engine.



Answer: If your cylinder bores are seriously out of true or out of dimensions in any respect, you might as well have them put into shape now as later, for you will never obtain good results until you do. You better have them measured and passed upon by some thorough-going auto mechanic and take his advice as to the method of finishing, whether grinding, honing or otherwise. The worst trouble with these engines seems to have been their pistons and we suggest that you consider the installation of alloy pistons of the split-skirt, constant clearance type, rather than of the solid alloy design originally used, which were fitted very loose and were usually troublesome. Possibly you may find that reboring is unnecessary and that the installation of up-to-date pistons and split-skirt rings will give you satisfactory results.

SPARK INTENSIFIERS



R. F. asks: Is there any danger of injuring the Ford magneto, by using spark intensifiers in connection with the plugs?
Answer: None whatever. They have no effect upon the magneto.

ENGINE MAKES WHISTLING NOISE

W. H. M. writes: Lately, I have noticed a whistling noise about my engine, which I cannot locate. It sounds as if one were blowing into a small cartridge shell or as

The Steaming Radiator

Either The Cooling System Is Overloaded Or It Is Not Fully Active.

WHEN RADIATOR WATER BOILS AWAY, under conditions where no material evaporation should occur, it is either because the cooling system is called upon to dispose of more heat than it was designed to handle or that the cooling system is working at reduced effectiveness and, although the work is done upon it is no more than normal, it fails to take care of it fast enough. The former assumption applies when the engine is producing an abnormal amount of heat for reasons such as the following: Over retarded spark, causing protracted burning in cylinders and exhaust passages; overrich or overlean mixtures resulting likewise in slow combustion and protracted flame contact with water-cooled metal; obstructed muffler passages, resulting in abnormal retention of hot gases. Such conditions should be discovered and removed. Under the second assumption are grouped defects which restrict the rate of movement of water through the system, which retard the movement of air through the radiator and which prevent intimacy of contact between water and air and the surfaces upon which they act, among which the following may be mentioned: Weak pump action, obstructed water passages, inadequate fan speed, improperly shaped fan blades, ill advised use of louvre covers, scale in radiator passages and on jacket walls and mud or dust on external radiator surfaces. Violent boiling of water in the radiator does not necessarily mean that an engine is overheated. So long as the jacket spaces remain filled with moving water, the engine is not at all likely to become overheated, even though it is developing an excessive amount of heat, as the moving water will take care of it. Only when circulation becomes interrupted or slight overheating does actual overheating of an engine usually occur. In cases of boiling cooling water, if it is found that the engine's fuel economy is much lower than it has previously been or should be there is a presumption that abnormal heat is being developed, but if fuel consumption is normal, ineffective action of the cooling system may reasonably be suspected.

HAS A WEAK CYLINDER



L. B. writes: Until very lately the engine of my car has run perfectly, but just recently it does not sound right. When picking up speed or pulling slowly on a hill I notice a kind of jerk in the power and the sound is uneven, although the spark does not seem to fail. What do you think is wrong?

Answer: It looks as if you have a "weak cylinder," one which leaks gas and thus does not hold its full charge, through its compression stroke so as to realize the full power which the fuel supplied it should afford. If you crank your engine over, by hand, you will probably find that one of the cylinders passes with very slight resistance, through that part of the rotation where the others offer a springy reaction to the movement of the crank, the gas meanwhile hissing as it escapes. If this proves to be the case, the first remedy is to clean and perhaps grind-in the valves of this leaky cylinder, but if this does not make it tight, it may be necessary to correct the fit of its piston with its cylinder bore.

RINSING OUT THE CRANK-CASE



W. H. M. asks: What is the best procedure in washing out the crank-case of my engine?
Answer: The following method is as good as any: Remove the drain-plug and let the old oil run into a pail until all has escaped that will, then replace the drain plug and fill the crank-case about half-full of "flushing oil," which is an oil specially prepared for rinsing purposes and obtainable from the large oil refiners. Run the engine slowly, under its own power, for a few minutes, then drain out the flushing oil and refill the crank-case with fresh engine oil. The use of kerosene for flushing, in such an engine as yours, is objectionable in that the splash basins fill with kerosene, which remains in them and dilutes the fresh oil. It is, therefore, better to use flushing oil or a mixture of equal parts regular engine oil and kerosene can be used, with very good results. The cleaning of the oil screen is a very important part of the flushing process and should be performed just before the fresh oil is put in.

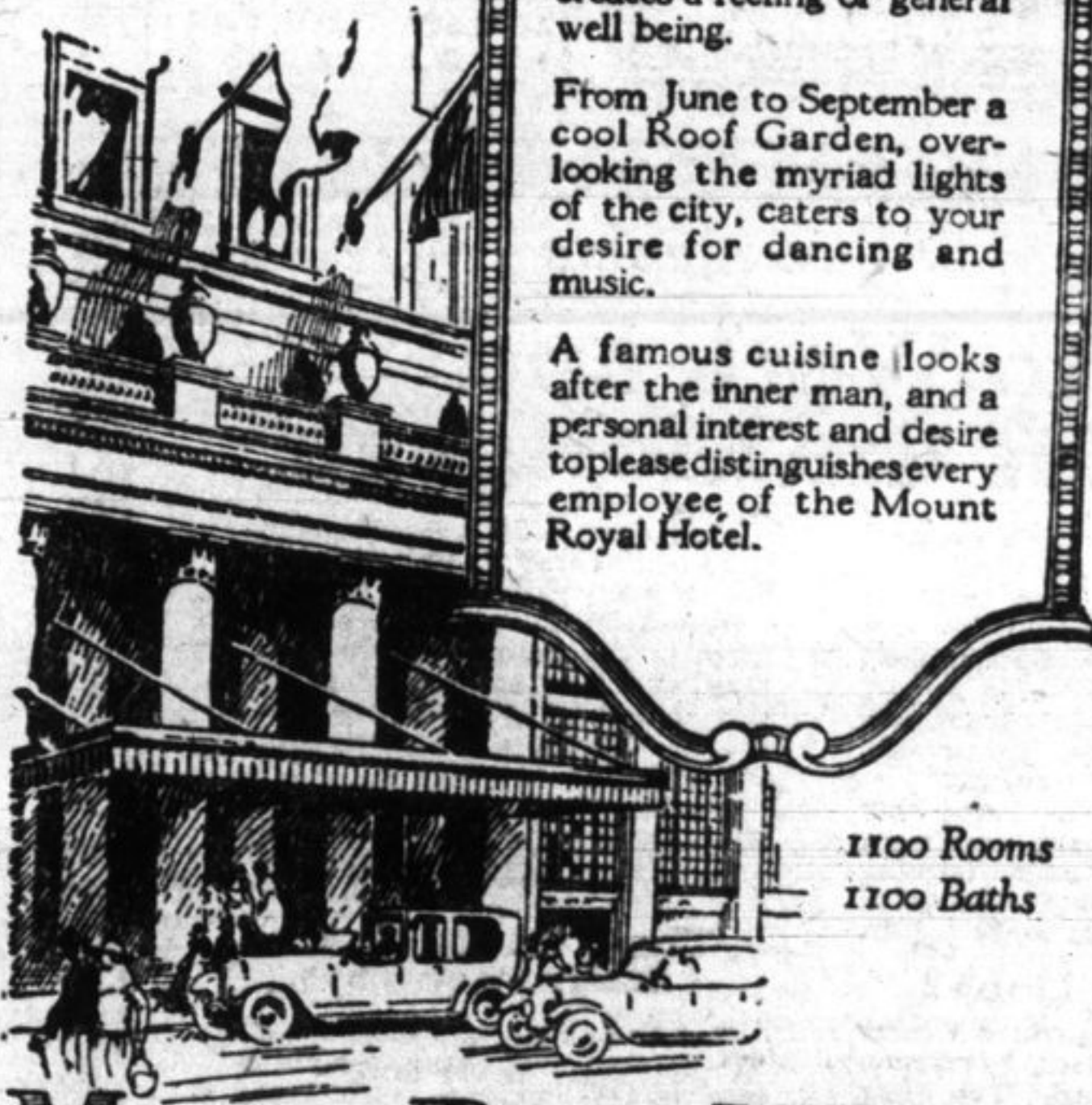
Questions of general interest to the motorist will be answered by Mr. Clough in this column, space permitting. If an immediate answer is desired, enclose self-addressed, stamped envelope.



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