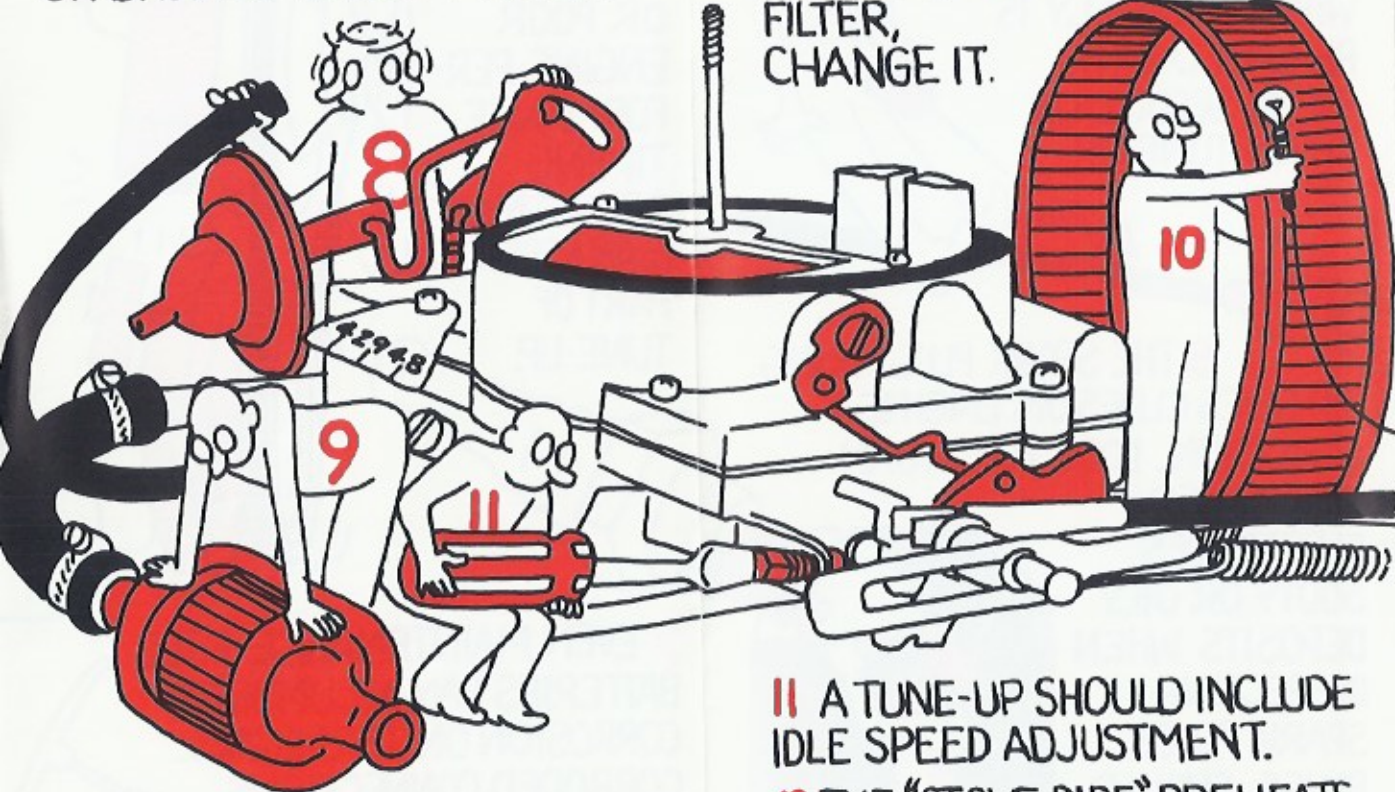


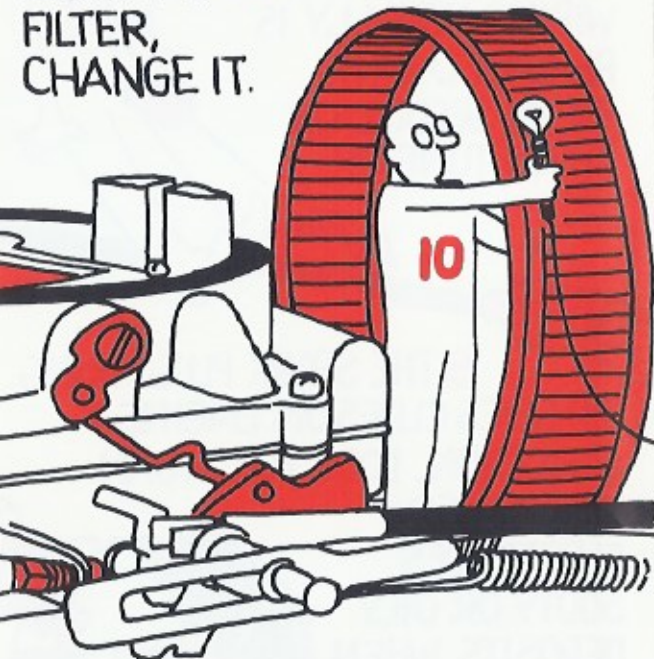
**8** ROUGH IDLING OR HARD STARTING MAY BE DUE TO STICKING CHOKE MECHANISM OR BROKEN VACUUM LINES.



**9** FUEL FILTERS TRAP DIRT BEFORE GAS REACHES THE CARBURETOR. A CLOGGED FILTER STARVES THE ENGINE OF GAS. THE FUEL FILTER SHOULD BE REPLACED AS PART OF A TUNE-UP.



**10** THE AIR FILTER USUALLY IS REPLACED AS PART OF THE TUNE-UP. IF YOU CANNOT SEE LIGHT THROUGH A DIRTY AIR FILTER, CHANGE IT.



**11** A TUNE-UP SHOULD INCLUDE IDLE SPEED ADJUSTMENT.

**12** THE "STOVE PIPE" PREHEATS AIR TO THE CARBURETOR. IT SHOULD BE CLOSED WHEN COLD, OPEN WHEN ENGINE WARMS UP.

**13** THE PCV VALVE IS ANOTHER REPLACEMENT ITEM. WHEN IT STICKS, ENGINE PERFORMANCE IS IMPAIRED.



A FIRST CLASS TUNE-UP INCLUDES A THOROUGH DIAGNOSTIC CHECK BY A QUALIFIED TECHNICIAN.



PRINTED AS A PUBLIC SERVICE BY



600 RENAISSANCE CENTER, DETROIT, MI 48243

IN COOPERATION WITH



# HOW TO KEEP YOUR CAR IN TUNE

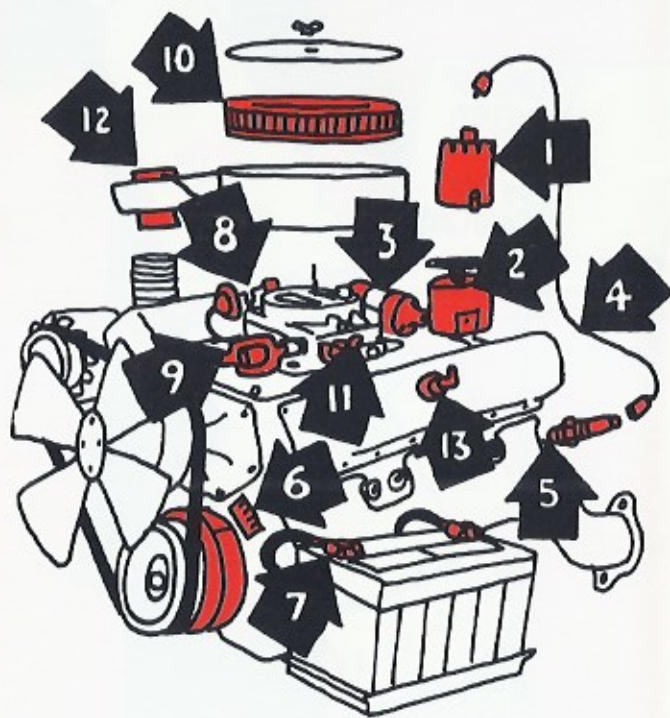




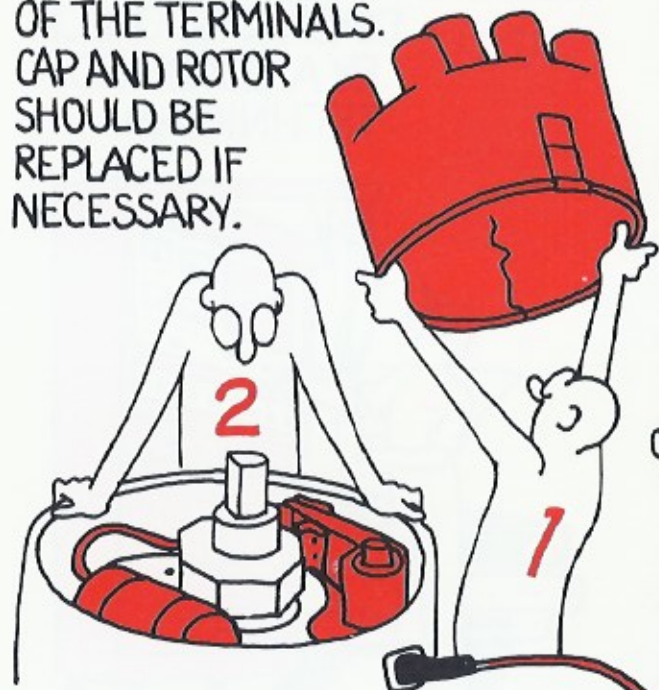
# HOW TO KEEP YOUR CAR IN TUNE

WHETHER YOU'RE DOING THE WORK YOURSELF OR HAVING YOUR TUNE-UP DONE PROFESSIONALLY, IT'S WISE TO KNOW WHAT IS INVOLVED.

PERIODIC CHECKING, INSPECTION AND MAINTENANCE OF IGNITION, CARBURETION AND EMISSIONS COMPONENTS HELPS ENSURE EFFICIENT ENGINE PERFORMANCE. LET'S MAKE THE ROUNDS WITH CAR CARE CARL AS HE POINTS OUT 13 COMPONENTS THAT SHOULD GET ATTENTION AS PART OF A TUNE-UP.



**1** INSPECT THE DISTRIBUTOR CAP FOR CRACKS AND FOR EROSION OF THE TERMINALS. CAP AND ROTOR SHOULD BE REPLACED IF NECESSARY.



**2** PITTED BREAKER POINTS AND/OR WORN RUBBING BLOCK HINDER PERFORMANCE AND MAY CAUSE STARTING TROUBLE. REPLACE POINTS AND CONDENSER AS PART OF THE TUNE-UP. (NOT APPLICABLE ON CARS WITH ELECTRONIC IGNITION)

**3** LOOSE OR CORRODED CONNECTIONS AT THE COIL CAN CAUSE STARTING TROUBLE.



**4** IGNITION WIRES AND BOOTS DETERIORATE WITH AGE, CAUSING THE SPARK TO SHORT CIRCUIT. WIRING USUALLY IS REPLACED WITH EVERY SECOND OR THIRD TUNE-UP.



**5** THE SPARK PLUG FIRING TIP GIVES CLUES ON ENGINE CONDITION. LOOK FOR WORN OR BURNED ELECTRODES, SOOTY OR OILY DEPOSITS WHEN INSPECTING SPARK PLUGS. PLUGS SHOULD BE REPLACED AS PART OF A TUNE-UP.



**6** INCORRECT TIMING CAN CAUSE "PINGING" OR POOR ENGINE PERFORMANCE. TIMING ADJUSTMENT IS AN ESSENTIAL PART OF TUNE-UP.



**7** EVEN MAINTENANCE-FREE BATTERIES CAN ACCUMULATE CORROSION ON TERMINALS. CORRODED CONNECTIONS CUT CURRENT FLOW, CAUSING HARD STARTING AND/OR PREVENT THE BATTERY FROM FULLY CHARGING.

