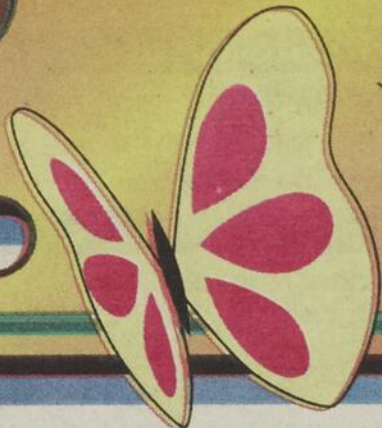
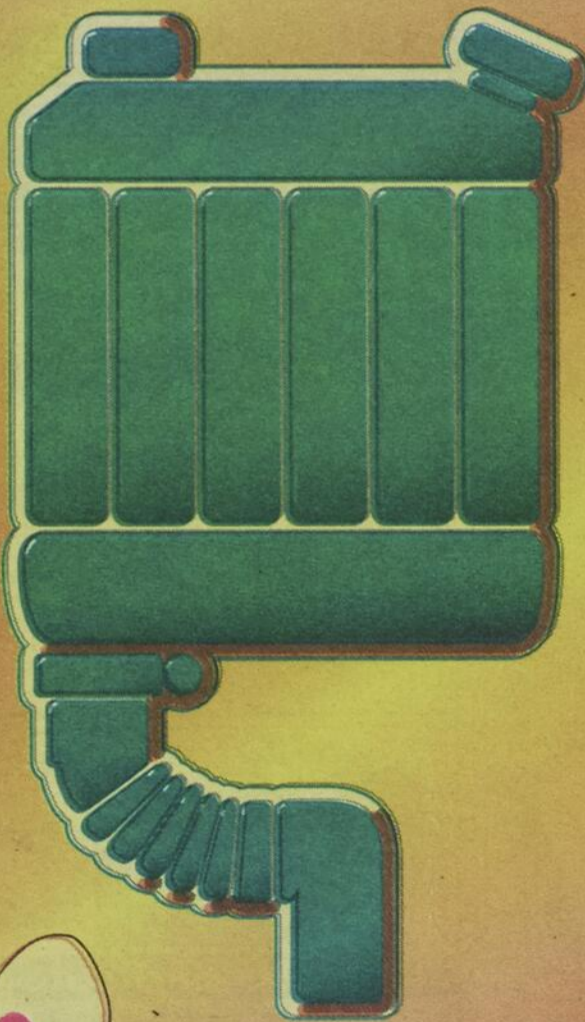


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Multipurpose Lubricants Have Automotive And Other Household Uses

Check the Label for 'Plastic-Safe' and 'Odor-Free'

When you're looking for a multipurpose lubricant for your car, choose one you can also use in and around your house. According to the makers of new CRC Power Lube®, the next generation in multipurpose lubricants, stick to these four features to get the most mileage out of your lubricant purchase: maximum penetration, lubrication performance, plastic-safe and odor-free.

"Most importantly, a lubricant should penetrate rust and provide long-lasting lubrication," says CRC's David R. Selken. "Then, features like plastic-safe and odor-free further extend the product's uses, making it truly multipurpose."

A plastic-safe lubricant can be used inside, outside and under the hood of the car where, now, more than ever, a large number of components are made of plastic. Such a product can be sprayed safely on your car's hinges, power antennas and seat slides without risk to surrounding plastic molding and parts.

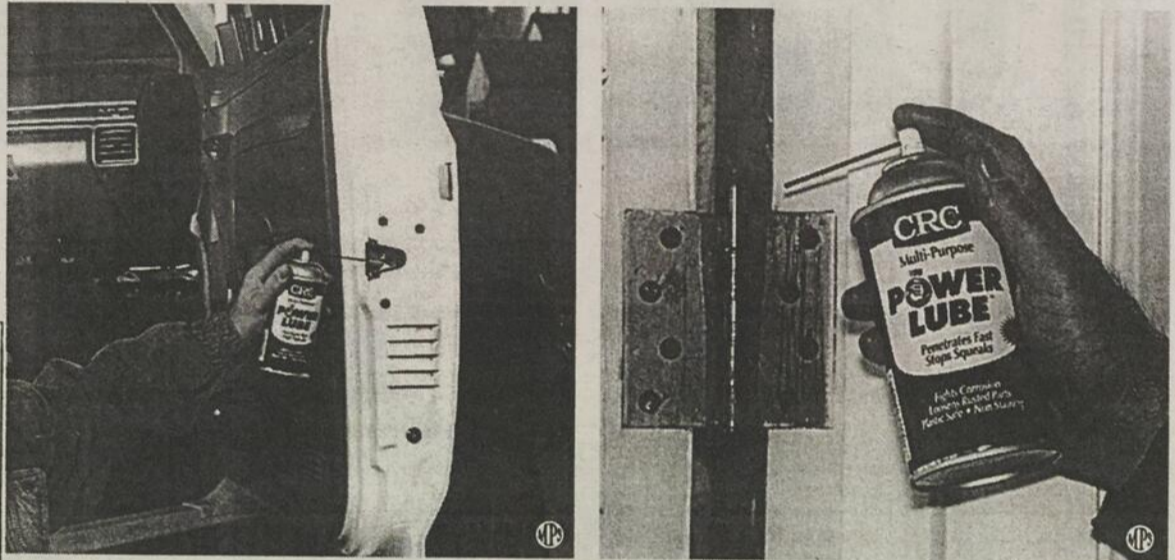
If a product is also odor-free, its uses can be extended to your home and office, where there are great sensitivities to how a product smells. Bicycles, fishing gear, clocks and computers also will benefit from the properties of a plastic-safe, odor-free, multipurpose lubricant.

A lubricant with all four of these

features is CRC Power Lube. To add to its functionality, Power Lube has a precision spray to control direction. The targeted, pinpoint stream makes it easier to apply in hard-to-reach places, like under your car seats or behind wheels.

"Above all, before you buy, make sure the label of your multipurpose lubricant says 'plastic-safe' and 'odor-free,'" Selken concludes. "Otherwise, you'll take home a lubricant that's limited in use and insufficient for all of your car and household needs."

New CRC Power Lube can be purchased at local retail automotive outlets.



MULTIPURPOSE LUBRICANTS that are plastic-safe and odor-free, like new CRC Power Lube, are versatile for automotive and household use. SC957032

Give Your Car a Good Spring Cleaning

At no other time of the year is your car's appearance more noticeable than during the spring and summer months. Now is the time to prepare your car for summertime fun by cleaning its interior surfaces of accumulated winter-

time debris.

The first step in removing the dirt, grime and dust that have stockpiled on your vehicle's interior surfaces is to use a good all-purpose cleaner. One such product is STP® Son-Of-A-Gun! Citrus

Cleaner, a powerful, fast-acting cleaner/degreaser with a fresh citrus scent that can be used to clean many interior surfaces. Its advanced formula dissolves grease, oil and dirt on contact.

Once the car's interior surfaces are clean, apply a protectant. STP Son-Of-A-Gun! Protectant can help bring out the surface's original color and restore lost luster. After being applied, it also serves as a buffer zone between interior automotive surfaces and potentially damaging elements, as well as helps reduce dust and dirt attraction by eliminating static charges. For car owners seeking long-lasting protection with a lower-gloss, more natural-finish look, STP now offers Son-Of-A-Gun! Low Gloss Protectant.

In addition, the use of Son-Of-A-Gun! Protectant can provide your car's interior surfaces with protection against the damaging effects of ultraviolet light. This brutal element can wreak havoc on the rubber, vinyl and plastic surfaces of automotive interiors, causing them to fade and crack. Son-Of-A-Gun! can help reduce ultraviolet light damage while providing a deep gloss shine.

The use of an all-purpose cleaner and a protectant, as part of your regular automotive cleaning regimen, can be an inexpensive and easy way to help enhance a car's appearance this spring and summer.



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New Generation of Products Makes Car Care Easier

Should you use a wax or a polish to give your car that "showroom" shine this summer? What's the difference between a clear coat car finish and a conventional car finish? With warm spring and summer days just around the corner, these are just two of the

questions that appearance-conscious car owners, such as yourself, will begin to ask themselves.

Keeping a car's exterior in superb condition used to be a fairly simple, although time-intensive, task. All that was required was lots of free time and

plenty of elbow grease. Unfortunately, you probably paid little attention to how well these products performed on your car's exterior finish over the long run. In fact, many of these products were probably abrasive and could be harmful.

Recent advances in new car technology have changed the way cars need to be cared for forever. It is more important than ever that vehicle owners make sure that the products used to care for their car's exterior are safe and effective for that car's particular finish. Here's why:

Most cars produced today have what is commonly known as a clear coat finish. Essentially, this type of finish consists of a clear acrylic layer that seals in the finish's thin color coat underneath. It is this clear coat that can provide enhanced luster and shine to the car's finish. However, without proper care and maintenance, this clear coat can be easily scratched and permanently damaged.

Clear coat finishes require the help of a new generation of specially formulated car care products. One such product is SIMONIZ® Advanced Total Car Finish. Its unique formula combines the ease and shine of a polish with the durability and protection of a wax. The result is an easy-to-use formula that cleans, shines and protects.

Cars with a conventional finish also have special needs. In a conventional finish, a coat of colored paint is applied over the primer. This colored paint is exposed to pollutants and other elements. SIMONIZ Advanced Total Car Finish safely and effectively cleans all car finishes without scratching. Its unique blend of wax and aminofunctional agents provides a solid, uniform layer of protection. Designed to glide on smoothly and come off fast, SIMONIZ Advanced Total Car Finish provides a deep rich gloss while resisting the effects of detergents and weather.

Choosing the right car care products for your car is critical. Avoid using products that contain abrasive cleaning agents. These types of cleaning agents are found in many waxes and can

cause a car's glossy finish to become swirl-marked and hazy. These problems most often occur on clear coat finishes, but can also develop on some conventional finishes as well.

There are products to help car owners deal with swirl marks and haze, such as SIMONIZ Clear Coat Cleaner

& Swirl Remover. It's formulated to smooth and remove the haze and swirl marks from both clear coat and conventional car finishes.

This new generation of car care products is designed to meet the ever-changing needs of today's automotive exterior finishes all year long.



NOT ALL CAR CARE PRODUCTS are designed for optimum performance on today's automotive exterior finishes. SIMONIZ® Advanced Total Car Finish and SIMONIZ® Clear Coat Cleaner & Swirl Remover are part of a new generation of easy-to-use car care products specially formulated to be safe and effective on all automotive finishes.

Common Mistakes When Buying a New Car

Buying a new car can be a confusing ordeal for anyone. Here are some excerpts from "Real Life" (Fawcett Columbine), by Tom Heymann, to help you through this process and give you an edge:

Mistruth I: "There's only one of that model left in the state."

Truth: Even if that's true (unlikely), they'll be happy to get you one from a dealer in a neighboring state. Express your willingness to wait if it means getting a better price or a car with fewer unwanted options.



Mistruth II: "The manufacturer's prices are going up tomorrow. If you leave a deposit with me today, I'll lock you in at today's price."

Truth: They're willing to lie to make a deal. If you get nervous (that a price increase might indeed be coming), check with another dealer right away.

REAL-LIFE DIALOGUE

Salesperson: "What will it take to get you to buy this car tonight?"

Bad Answer: "A really good deal."

Better Answer: "I'm not in a hurry."

REAL TIP

Don't take cash in exchange for your old car. Better idea: Have the purchase price reduced by the amount of your trade-in. This will reduce your total purchase price and save you money in taxes.



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Technology Made Simple: Preventative Tire Care Is Easy

In the highly technical world of automotive repair, it's good to know that at least one part of vehicle maintenance can still be performed without even lifting the hood.

Tires may be among the most technologically advanced parts of a car, but they remain one of the least complex to maintain. In fact, about all they require is a little preventative service.

Yokohama Tire Corporation, one of the leading tire manufacturers in the United States, recommends regular "tire checkouts" to maximize one's motoring miles.

"Vehicle maintenance can be very challenging for today's car owners," says Rick Brennan, Yokohama's marketing manager, consumer products. "More than 80 percent of a car's functional

parts are controlled by computer, and mechanics are now called 'technicians.'

"Tires are also extremely advanced vehicle components. Many of today's tires are capable of lasting 80,000 miles and can run while flat. Even with these technological innovations, visual inspections remain valid methods of routine maintenance, but don't be fooled by the simplicity of this process. As the only part of the vehicle that touches the road, tires must be properly maintained if they are to perform up to their capabilities."

The following "tire checkouts" are recommended by Yokohama. They are based on an old premise: Prevent problems before they occur.

Perform visual inspections. Don't be afraid to get down and get dirty. Once a month, get down on your knees, and closely inspect each tire. Rub your hand over the tread. Check inside the wheel well. (You're checking for nails, rocks, cracks and other unnatural conditions that could lead to punctures or other structural damage.)

Keep in mind that tires are more susceptible to cuts during wet weather, because rubber is more easily damaged when it is wet. Also, steel cords exposed by cuts can corrode, requiring immediate attention.

Look at a tire's tread depth, as well. A worn tread pattern severely limits the tire's ability to operate effectively,

particularly in adverse weather conditions, and the tire can be damaged easily due to the thinner tread rubber. If you're unsure if a tire is worn out, place a penny headfirst into the tread — if Lincoln's head is fully exposed, it's time to purchase new tires. In this case, Yokohama suggests replacing all four tires at the same time for consistent performance.

Check each tire's inflation pressure every three to four weeks. Be sure to use an accurate gauge. Recommended air pressures usually can be found in owner's manuals, although it's best to consult with the tire dealer or manufacturer if the vehicle's original tires have been replaced.

A tire is improperly inflated if it is 4 or more pounds per square inch above or below the recommended level. Tires tend to lose pressure more quickly in colder weather.

Balance and align tires once a year. Leave this maintenance to a professional. Balancing the tire and wheel assembly extends the life and performance of tires. A vibrating steering wheel, which usually becomes more pronounced at high speeds, is usually an indication that the tire assembly may be out of balance or that more serious conditions exist with either the vehicle or tire assembly.

If neglected, incorrect balance or alignment can lead to suspension damage. A car's alignment is altered by potholes and rough roads, which jolt the settings and suspension components and may cause part of the tire to wear more quickly.

Rotate tires every 5,000 miles. Do this about every other oil change. Tread wear is affected by a vehicle's weight distribution, and it's important to keep the tires rotated for even wear.

Don't commute with a spare. Today's "space-saving" spare tires are designed for emergency use only. If a situation arises that requires use of the spare, drive immediately to a tire dealer or service station to have the damaged tire repaired or replaced. Have the spare tire removed and restored in the vehicle's trunk.

Keep up daily maintenance. There is even one aspect of tire maintenance that can be performed every time one gets behind the wheel. Quick starts, hard cornering and quick application of the brakes while driving accelerates tire wear. Besides increasing the life of the tires, smart driving also saves money.

"Be steady and smooth," Brennan recommends. "Start gradually, take the corners easily and anticipate interruptions in traffic flow that may require braking. These driving techniques, combined the proper maintenance, will help extend the life of the tires." SC957091



EASY TO "GAUGE." Tires are among the simplest parts of a vehicle to maintain. Yokohama Tire Corporation recommends monthly visual inspections, maintaining the proper air pressure with an accurate gauge, regular alignment and rotation every 5,000 miles.

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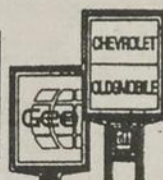
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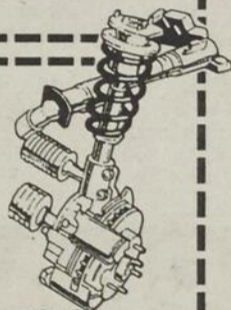
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It's Crucial to Check Brake Fluid in Autos

☛ You fill your car's gas tank when needed, and check and change the oil regularly — but when was the last time you looked at your brake fluid?

Often overlooked as one of the essential components of your car's braking system, brake fluid is nonetheless the "lifeblood" of that system. Most car owners fall into the "out of sight, out of mind" mode when it comes to brake fluid, and change it, or at least inspect it, only when they notice a problem with their brakes. Ignoring the fluid until that time, however, can result in costly service bills into the hundreds or thousands of dollars.

The question then becomes "How often should I change my brake fluid?" The MAP Uniform Inspection Guidelines, followed by service techni-

cians throughout the United States and Canada, states that brake systems should be flushed and refilled with the correct brake fluid as specified in the owner's manual. However, in many cases (particularly in domestic vehicles), the manual does not refer to the maintenance of the brake fluid.

"Without a specific recommendation from the manufacturer," says Ned Lineback, senior training specialist for Wagner Brake Products, "car owners should flush and refill their vehicle's brake fluid every two years or every 24,000 miles, whichever comes first."

Lineback says DOT 3 and DOT 4 brake fluids (the most commonly used brake fluids) tend to become saturated with moisture over time. Changing the brake fluid reduces the potential of corro-

sion damage to the system from moisture.

"Brake fluid is formulated to absorb moisture, control rubber expansion, prevent corrosion and act as a lubricant," he continues. "And even though the fluid absorbs moisture, it can't continue to absorb it indefinitely."

Lineback says the constant heating and cooling experienced by brakes leads to moisture condensation in the brake system. After one year, the brake fluid of a typical vehicle will contain about two percent water; this grows to about three percent after a year and a half, and seven to eight percent after several years.

"Water contamination lowers the boiling point of the fluid," he says, "and thus increases the danger of vapor pockets in the system, adversely affecting braking performance and accelerating corrosion. Cold weather turns the contaminated fluid thick and sluggish, potentially affecting system operation."

By point of contrast to domestic specifications (or lack of them as the case may be), he says, European car manufacturers in their manuals recommend fluid change every two years or 24,000 to 30,000 miles; some recommend every year or 12,000 miles. Similar recommendations are appearing in owner's manuals for Asian imports as well.

A complete flush and refill is something best left to professional mechanics, but adding fluid to the brake system is an easy chore and something every car owner can do. Simply remove the cover and diaphragm of the master cylinder (located in the upper right rear of the engine compartment), and add clean, fresh brake fluid to the full mark or within 1/4 inch of the top.

Check your owner's manual to determine which DOT grade of brake fluid your car requires. Be aware that not all brake fluids are equal; just because two different fluids have DOT 3 grading does not mean you'll get the same results. The higher-quality fluids, such as Wagner® Premium and Premium Plus, surpass all requirements of DOT 3 specifications for

minimum boiling points, lubricity and anti-corrosive ability.

Another thing to remember when buying brake fluid is not to overbuy. Once a can of brake fluid has been opened, its entire contents should be used as soon as possible, because it immediately begins to absorb moisture that degrades its performance.

Prepare Your Car for Vacation Travel

☛ Spring is here and summer is on the way. Time to begin planning weekend outings and family vacations. As usual, this means people will begin to rely more and more on the family car to help them make it to their holiday/vacation destinations safely. As a result, vehicle owners should properly prepare their cars against unforeseen problems before setting out on a vacation trip.

One potential problem is keeping the car's fuel delivery system clean and operating efficiently. With fuel injection being the dominant fuel delivery system in today's cars, it is important to keep the system clean. Since a fuel injector nozzle is roughly about the diameter of a human hair, it takes just a small amount of deposit to clog the injector and limit free gas flow. A clogged fuel injector could lead to serious problems and possibly a large servicing bill.

To help prevent this, STP® recommends using a fuel additive to help ensure trouble-free driving this summer. A product like STP Super Concentrated Fuel Injector Cleaner can help clean your fuel injection

system. Simply adding a 12-ounce bottle to a full tank of gas every 2,500 miles will help prevent deposits from coming back.

Yet, fuel delivery problems are not isolated to cars with a fuel injection system. Millions of older cars on the road today still use a carburetor to deliver the essential air and fuel mixture to the engine. Deposits in carburetors can also cause engine performance problems like tough starting, reduced fuel efficiency and decreased power.

A good way to help clean deposits from a carburetor and help prevent their return is to use an effective multi-purpose fuel additive, such as STP Super Concentrated Gas Treatment. It cleans deposits from carburetors and, when used regularly, can also help eliminate water in the fuel delivery system.

Help maintain the cleanliness of your car's fuel delivery system, as well as your vacation plans this summer, with the use of STP fuel additives. Regardless of whether your car has a carburetor or is fuel injected, fuel additives can help keep it running smoothly all vacation long — all summer long.



FILL THE MASTER CYLINDER to the full mark as noted on master cylinder reservoir or to 1/4 inch of the top with clean, fresh brake fluid. (Graphic courtesy of Wagner Brake Products)

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Play It Safe: Air Bags and Anti-Lock Brakes

Are you getting as much added benefit as you could be from your vehicle's air bag or anti-lock brake system? Understanding just a few key points about these popular safety features may prevent you and your passengers from being injured in an auto accident.

A 1994 study by the Highway Loss Data Institute found that anti-lock brakes do not appear to be reducing the frequency or the costs of vehicle collisions resulting in insurance claims. The same report also concluded that many drivers don't know how to use the anti-lock braking systems (ABS).

Before the development of ABS, drivers were taught to "pump" their brakes, especially on wet, icy or other slippery roads. ABS does the pumping for you. ABS uses electronic controls to maintain wheel rotation under hard braking that would otherwise lock a vehicle's wheels. Keeping the wheels rotating increases vehicle steerability and stability, especially when tire/roadway friction is reduced or varying, as when the pavement is wet.

"Do not pump the brakes — doing so discards all the benefits of ABS," says Dr. Leonard Evans, principal research scientist at General Motors. "The way to avoid traffic crashes is to drive carefully and allow sufficiently generous safety margins, so that you avoid situations requiring hard or emergency braking. However, if you are in a situation calling for emergency braking, and your vehicle has ABS, apply firm, steady pressure to the brake pedal, and continue to apply it

until the emergency is resolved. The ABS system will pump the brakes for you, so as to reduce the risk that your vehicle will skid out of control, and will increase your ability to steer the vehicle as its speed decreases."

If you are in a collision, the lifesaving ability of air bags has been well-documented. What many drivers might not think about is the importance of having the air-bag system serviced by properly trained professionals after it has deployed.

An air bag cannot be "repacked." In fact, the bag and many of the system's parts are not "repairable." They must be replaced. The parts are designed for each specific vehicle. For the system to function correctly in another collision, the proper parts must be purchased and installed by a qualified technician.

If you are buying a used vehicle that has an air bag, ask if it has ever been deployed and, if so, where the system was replaced. If the air bag in your own car was deployed in an accident, make sure it is replaced by qualified technicians.

According to Jeff Silver, executive vice president of I-CAR, a not-for-profit international collision repair training organization, "It is necessary to do your homework and locate a collision repair shop that has invested in proper training. I-CAR provides certificates of completion to all students who have attended I-CAR classes. We suggest they display

the certificates to help consumers choose between repair facilities."

I-CAR offers more than a dozen training courses covering every aspect of the repair process, including air bags, anti-lock brake systems, paint matching and proper welding techniques.

There are nearly 1,800 businesses internationally that have earned the I-CAR Gold Class Professionals designation. It signifies that at least 80 percent of the business' technicians and management are I-CAR trained. I-CAR established the Gold Class designation to help consumers identify businesses that have invested in proper training.



By requalifying for the Gold Class designation every year, collision repair businesses and insurance claims offices demonstrate their commitment to the I-CAR philosophy of restoring vehicles to pre-accident condition.



DON'T LET A DIRTY fuel delivery system interfere with summertime vacation travel plans. Used as directed, STP® Super Concentrated Fuel Injector Cleaner and STP® Super Concentrated Gas Treatment can help protect your car's fuel delivery system all summer long.



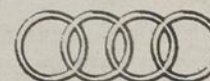
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What do these different evaluation mean?

The information gathered during these impact tests weighed the probability of serious injuries. The vehicles are rated according to the estimated risk of injuries to the driver or the passenger, and get an evaluation of from one to five stars, five stars being the best protection.



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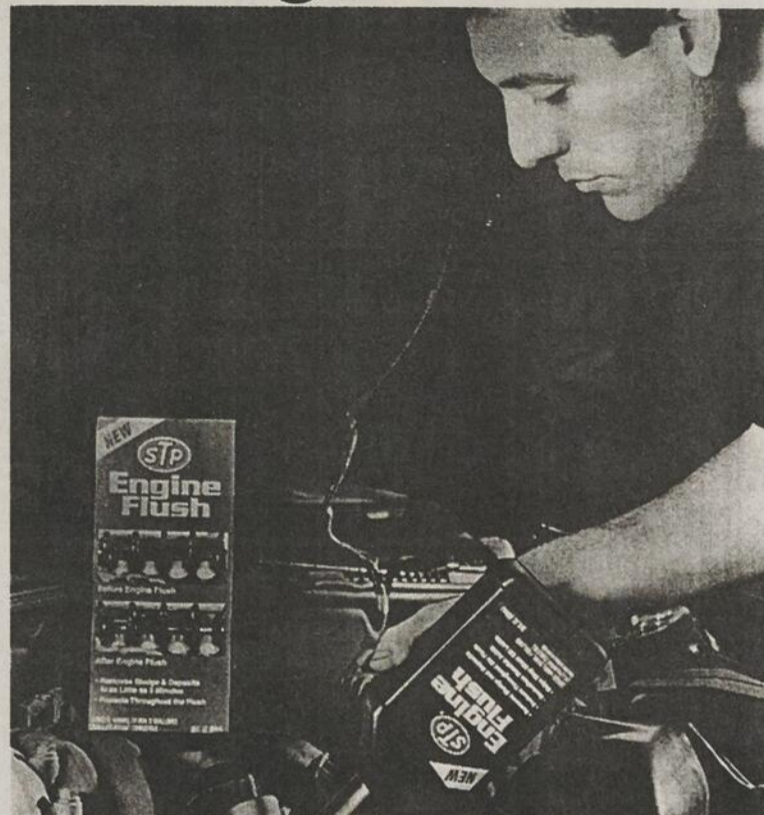
Flush Away Your Engine Problems

Today's car engines are more complex than ever. As these new, higher "revving" engines burn fuel, they are subjected to extreme heat and friction. The combustion process can produce many byproducts including heat, exhaust emissions and engine contaminants. Left unchecked, these factors can lead to the formation of powerful acids and stubborn engine deposits like varnish, gum and sludge. Over time, these deposits can build up to cause a loss in engine performance and efficiency.

To help keep your car's engine operating at peak efficiency this summer, STP® recommends using an engine flush product to help maintain performance. One such product is new STP Engine Flush, which is formulated to rapidly dissolve engine deposits and maintain efficient oil circulation throughout the entire engine. It also protects vital engine wear surfaces throughout the flush. No other engine flush has this patent-pending formula, which also helps stop and prevent minor oil leaks by conditioning and revitalizing rubber engine seals.

Using STP Engine Flush is fast and easy. First, allow your car's engine to run until it reaches normal operating temperature. Check and make sure that the oil in the crankcase is up to the safe level. Then add an entire bottle of STP Engine Flush to the crankcase (treats four to five quarts of oil) and let the car fast idle (1,500 RPM) for at least five minutes. Turn off the engine and carefully drain the oil while it is still hot. Replace the old filter and add new motor oil per the car's owner's manual.

For more complete cleaning or for older cars that have never been



HELP AVOID UNEXPECTED engine performance problems this summer with STP® Engine Flush. Used as directed, as part of an automotive maintenance program, STP Engine Flush provides a quick and easy way to maintain peak engine performance all summer long.

flushed, run car for 20 minutes with STP Engine Flush prior to draining the oil.

Don't let summertime heat and friction affect your car's perfor-

mance. Flush your car's engine every 15,000 miles. It's a quick and easy way to help maintain cleanliness and performance of vital engine parts all summer long.

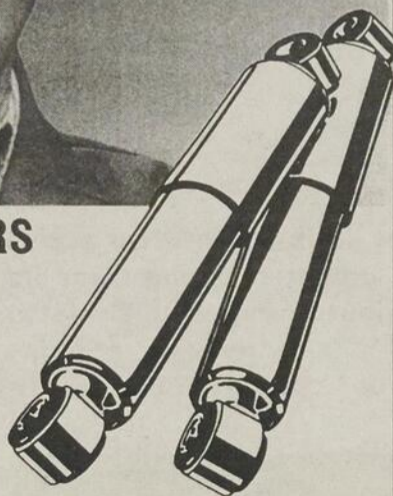
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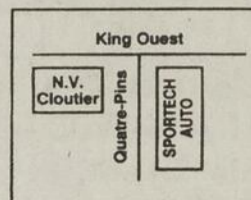
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Plan Ahead for Worry-Free Auto Travel

Ⓢ Don't wait until the last minute. If you are planning an automobile vacation, it's vital to have your vehicle examined well beforehand by a qualified auto technician, according to the experts at the nonprofit National Institute for Automotive Service Excellence (ASE). That way, you'll have time to have any problems fixed and be assured of peace of mind as you begin your trip.

To help make your visit to the repair shop go smoothly, ASE, the national group that tests and certifies the technical competency of automotive repair technicians, is offering a free brochure, "Putting It All Together: How to Communicate for Better Automotive Service." The free publication offers tips to car owners on doing their homework before taking the vehicle in for repairs, how to recognize warning signals, and what to do and say once inside the repair establishment.

ASE offers the following advice:

Do your homework *before* taking your vehicle in for repairs or service. Read the owner's manual to learn about the vehicle's systems and components. Follow the recommended service schedules. Keep a log of all repairs and service.

Use all of your senses to inspect your car frequently for the following: unusual sounds, odors, drips, leaks, smoke, warning lights, gauge readings; changes in acceleration, engine performance, gas mileage, fluid levels; worn tires, belts, hoses; and problems in handling, braking and steering.

If you suspect a problem, ask yourself these questions: When did the problem first start? Is it constant or periodic? When the vehicle is cold or after the engine has warmed up? At all speeds? Only under acceleration? During brak-

ing? When shifting?

At the repair establishment, communicate your findings. Be prepared to describe the symptoms. Carry a written list of the symptoms for the technician or service manager. Resist the temptation to suggest a specific course of repair. Just as you would with your physician, tell where it hurts and how long it's been that way, but let the technician diagnose and recommend a remedy.

Ask as many questions as you need. Do not be embarrassed to request every-

day definitions of technical terms. Don't rush the shop to make an on-the-spot diagnosis. Ask to be called and apprised of the problem, course of action and costs before work begins.

Before you leave, be sure you understand all shop policies regarding labor rates, diagnostic fees, guarantees and acceptable methods of payment. Leave a telephone number where you can be called.

The National Institute for Automotive Service Excellence was founded in 1972 as a nonprofit, independent entity dedicated to improving the quality of automotive service and repair through the voluntary testing and certification of automotive technicians.

ASE tests more than 100,000 automotive technicians annually in more than two dozen technical specialties. About

350,000 technicians hold current credentials from ASE. Technicians have joined the ASE program from all segments of the automotive industry: car and truck dealerships, service stations, independent repair shops, volume retailers, franchised outlets, etc.

Consumers benefit, since ASE certification eliminates much of the guesswork in finding competent auto technicians.



THE BLUE SEAL of excellence. ASE-certified automotive technicians are issued credentials listing their exact area(s) of certification (air conditioning, engine repair, etc.) and carry pocket credentials. Repair shops that employ them often display the blue and white ASE sign and post their technicians' credentials in the customer-service area.



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Prevent Excessive Wear and Tear With Liquid Threadlockers

Since the invention of the wheel, the most common enemy every vehicle has had to face is vibration from rough roads, especially roads damaged by winter weather. No more apparent is this winter-induced damage than in the early spring when roads, especially in the nation's colder regions, take on the look of a moonscape with its pock-

marked surface.

Vibration from poor roads causes metal fasteners on cars to loosen, resulting in wear, leaks and maintenance bills.

However, Loctite Corporation suggests an easy, fast and inexpensive way to prevent excessive wear in automotive assemblies — the use of liquid

threadlockers. More than 30 years ago, Loctite pioneered liquid threadlockers, chemical resins applied to nuts and bolts, that, once fastened, create a strong, stress-resistant bond.

Bolts not treated with threadlockers rely on friction to hold them in place. Vibration, thermal expansion due to operating temperatures and the energy stored in the tightened bolt all work, over time, to loosen clamping forces. Lockwashers can help in certain appli-

cations, but they are still subject to the same forces and chemical reactions as threaded fasteners.

Here's the difference. Common split-ring lockwashers provide clamping force directly beneath the bolt head, while threadlockers retain the complete seal by filling the entire void between the mating threaded surfaces. Threadlockers also prevent air and water from seeping in around the mated surfaces, which eliminates cor-

rosion. Since threadlockers also act as a sealant, they can be used to eliminate leaks and keep critical fluids where they belong.

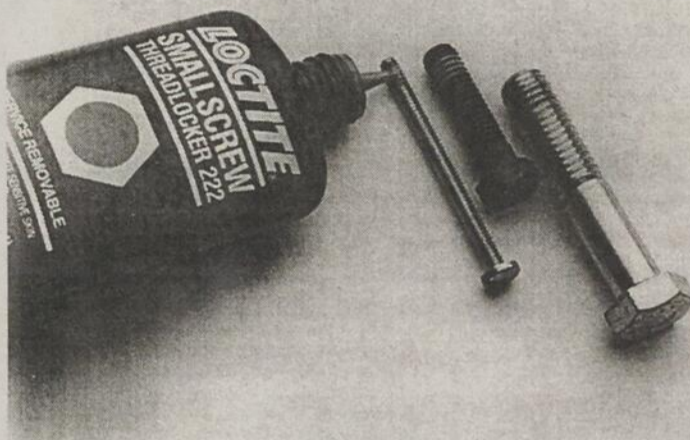
Despite their incredible holding power, bolts locked and sealed with chemical threadlockers can still be loosened by hand tools, localized heat or pneumatic tools — depending on the purpose and strength of the threadlockers.

According to Loctite, threadlockers come in different grades for different applications. A general-purpose, removable-strength threadlocker would suffice for fasteners up to 1/4 inch in diameter. A smaller fastener, say a 1/8-inch diameter, would require a lower strength of chemical threadlocker.

Blue threadlockers are used during assembly for fasteners 1/4 inch to 3/4 inch. Fasteners of this type include oil-pan bolts, case-cover bolts, shift-lever nuts, alternator mounts, and bolts for intake manifolds, valve covers and disc-brake calipers.

High-strength threadlockers, for fasteners from 3/4 inch to 1 inch, are red. These high-strength threadlockers are applied to threaded and slip-fit joints before assembly. Fasteners of this type include cylinder-block and rocker-arm studs, shock-absorber bolts, ring-gear bolts, and frame bolts. Another is designated for fasteners larger than 1 inch in diameter.

Medium-strength green is used for fasteners from 1/4 inch to 3/4 inch, after assembly. Fasteners in this category include adjustment screws and pre-assembled nuts and bolts.



LOOSENED SCREWS and other threaded fasteners falling off your automobile because of winter-ravaged roads can be secured with a drop or two of liquid threadlocker, according to Loctite Corporation, which pioneered use of threadlocking adhesives more than 30 years ago.

Stealing cars is a recession-proof business

Despite the slowdown in many sectors of the economy, one excellent growth industry remains: automobile thefts.

During 1990, there was a car theft every 19 seconds in the United States — costing insurance companies and consumers a total of more than \$8 billion annually, says the Insurance Information Institute.

A record 1.64 million motor vehicles were stolen in 1990, an increase of 4.5 percent from the previous year, according to the FBI. Approximately 80 percent of the total, or about 1.3 million, were automobiles.

The FBI also estimates there were approximately three million thefts of vehicle parts and accessories and personal property left in autos during 1990, about the same as in 1989.

While there was little change in the number of thefts of property from autos between 1989 and 1990, the average value of the items stolen rose

to \$541 per theft, an increase of eight percent from 1989.

"Clearly, auto thieves are busy workers," says Peter van Aartrijk Jr., I.I.I. spokesperson. "But there are a number of very basic things drivers can do to protect their cars."

Surprisingly, the best advice simply is to roll up the windows, lock the doors and pocket the key whenever you leave your car, van Aartrijk says. "Four out of five cars are unlocked when they are stolen. And one in five is recovered with the owner's keys still in it."

"Lots of people stop at convenience stores for milk and leave their cars running. By the time they open the dairy case, thieves can strike. It happens every day all over the country."

To make it more difficult for thieves to steal your vehicle:

- First and foremost: Always lock your car.
- Park only in well-lighted areas.

• Equip your car with fuel and ignition cut-offs that prevent it from being started by a thief. These "kill switches" are available from alarm dealers. (In addition, you'll probably be eligible for insurance premium discounts for anti-theft devices.)

• Sharply turn the front wheels of the car to make it difficult to tow backwards. On front-wheel drive vehicles, engage the emergency brake and set the gear in park to lock all four wheels.

• Put packages and valuables out of sight. These items invite a break-in, particularly at shopping malls.

• Keep the license and registration in your wallet or purse. In states where the ownership title is the registration, it's much easier for thieves to sell your car when the registration is left in it.

• Have your vehicle identification number (VIN) etched onto the windshield. This will help identify your car in the recovery process.

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ENGINE SERVICE WILL COOL DOWN OVERHEATING

Ⓢ If it seems to you that more cars are overheating, you are probably correct. New cars have low compression engines that run much hotter than older ones. They also have high temperature thermostats, smaller radiators and decreased ability to dissipate heat.

Don't despair, says The Gates Rubber Company. You can still prevent overheating by having your car serviced before the hot summer driving months.

Some parts that may need servicing or replacement include the liquid coolant, radiator, radiator cap, thermostat, water pump, and the drive belts and hoses (especially if they haven't been changed in four years).

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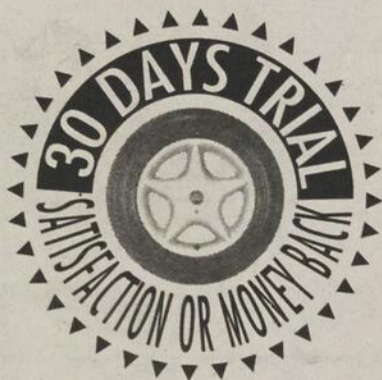
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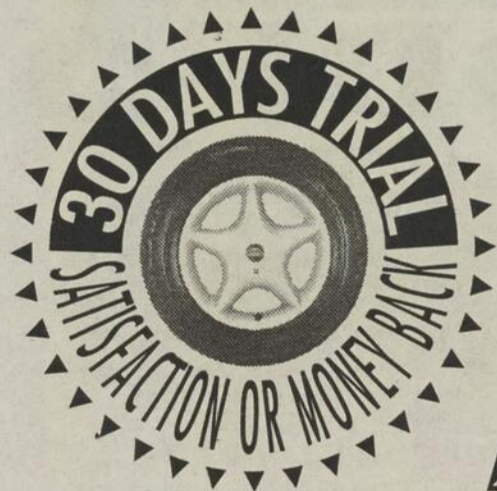
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