

Parts Most Often Needing Replacement...And Why!

A IGNITION SWITCH — really several switches in one. First, it turns on the ignition system, then the starter — and simultaneously turns off the radio and other accessories to avoid damage due to power surges which occur in starting. As it ages, resistance builds in the switch so not enough electricity gets to starter and ignition.

B BATTERY — stores electrical energy for starting and all other electrical jobs. Life expectancy of a good battery is 2 to 3 years...If it's kept clean, filled and in good state of charge.

C BATTERY CABLES — deliver electricity to starter and all other electrical systems...and bring in charging current from the alternator. Unless cables are in good condition and have clean, tight connections, the car cannot start or run properly.

D STARTER SOLENOID SWITCH — connects the battery to the starter motor. Poor connections and age reduce solenoid's ability to pass enough electricity to turn the starter motor fast enough to start the engine.

E STARTER — an electric motor which, by means of a movable gear, cranks the car's engine. As internal wear develops, the starter may be unable to turn the car's engine fast enough, or may run down the battery. Then, the unit must be replaced.

F STARTER DRIVE — the movable gear connecting starter motor and car engine. If the starter whines — but the engine doesn't turn over, chances are the starter drive needs replacement.

G CONTACT SET — a switch that turns the ignition coil on and off to fire the spark to each cylinder. Contacts (points) gradually wear causing loss of power and poor gas mileage. Useful life — about 10,000 miles.

H CONDENSER — like an electrical shock absorber, it smooths out surges caused by rapid opening and closing of the contact set. Should be replaced when the contact set is changed.

I ROTOR — turns inside the distributor, carrying the spark from coil to each part of the distributor cap. High voltage gradually burns it and insulation deteriorates. Should be replaced with the distributor cap.

J DISTRIBUTOR CAP — covers internal parts of distributor, providing terminals for each spark plug wire and for the coil wire. High voltage gradually burns the terminals. Dirt and moisture cause sparks to leak away, resulting in carbon tracking which is a permanent short circuit. This causes hard starting and engine "miss". Replacement is the only cure.

K IGNITION COIL — heart of the ignition system. It is really a transformer, boosting 12 volts from the battery to as high as 30,000

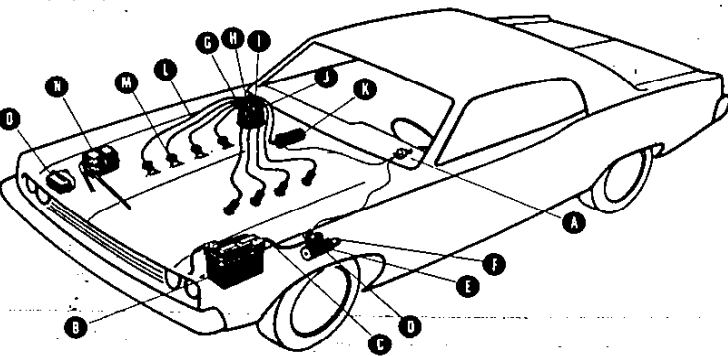
volts. And it does this about 100 times a second at only 30 m.p.h. When the coil weakens, entire engine is affected. When it burns out, entire system goes dead.

L SPARK PLUG WIRES — connect plugs to distributor cap and carry 30,000 volts. These wires must be built so high voltage doesn't cause interference not only with car radio but also nearby TV sets and even aircraft radio. Under load, defective wires cause engine "miss."

M SPARK PLUGS — fire the ignition spark into the gasoline mixture in each cylinder to power the car. Improper plug gap causes loss in power and gas economy. Deposits cause spark to leak away. High voltage gradually burns the plug, changing gap. Average efficient life is about 10,000 miles.

N ALTERNATOR (or generator) — generates electric power for everything except the starter; also recharges battery. Dirt or deterioration cause hard starting, power loss and reduced fuel economy.

O VOLTAGE REGULATOR — limits voltage produced by alternator to the amount needed by the car's systems. Poor connections can damage it. If the regulator gets out of adjustment, it's probably damaged and should be replaced.



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