Maintenance pays

Air, tread gauges can save money

Last year there were 45,50 traffic fatalities. Some of these accidents were caused by worn out or damaged tires. Tres that are but, improperly balanced, under or over-fatalete but, improperly balanced, under or over-fatalete are potential hazarda. And at the least, they can be the source of delay and inconvenience.

Not only that, improperly cared for tires can cost you money. The Better Business Bursus saggests that a few minutes spent each month caring for your tires will be time well-spent.

The correct pressure for tires shows the same owner's manual. At the well-spent, the will not over the specified weight and crowled maximum resistance to demage from the probabe or rocks, and the tires will run cooler than at lower or higher pressures.

than at lower or higher pressures.

UNDERINFLATED TIRES flex more so they tend to run hot. They also cut down gas mileage. Three with too much or too little pressure give the car less traction and can cause less of control.

Check three once a month, before a long trip can always when there are cool. the a pocket the pressure gauge. They're more accurate than the air tower gauges at gas stations. According to the National Bureau of Standards, approximately two pounds for the air lower gauge provides the pressure of the control of the pressure of the control of the contr

The tread of tires also gives a clue to proper tire inflation. An underinflated tire will wear more at the outer edges of the tread. Over-inflation will cause more wear at the center of

A feathered edge on the tread design in-dicates the tires may be out of alignment. Align-ment is the angle of the wheel in relation to the direction of travel (like the angle of your feet in relation to the direction you walk).

WHEN YOU NOTICE uneven or excessive wear on a tire, take the car in for inspection. It probably needs service. The problem could be misalignment or poorly adjusted brakes, out-of-balance tires or some other situation that needs

Keep an eye on the tread depth of tires. Watch for the built-in wear indicator which appears as smooth narrow bands across the face of the tire when tread depth gets down to 1/16 of an inch. Beyond this point, it's dangerous to continue driving on the tire, particularly on we pavement, and in many states, where cars are periodically inspected, you will get a "rejected" sticker.

Check the owner's manual to determine your car's maximum safe load. The Better Business Bureau cautions that overloading your car can damage not only tires, but springs and shock absorbers as well, and it can make your car harder to control.

Brakes designed to warn driver

form-out brakes show up in 40 per cent of iccidents involving a car malfunction caused mer maintenance neglect, according to a re-study by Indiana University.

cent study by Indiana University.
Engineers at Ford Customer Service Division replain that when you step on the brake pedal, you push brake fluid through tubes and hoses to the brakes at each wheel. The fluid pushes pistons which force the brake linings against a drum (or disc) attached to the wheel, retarding its rotation.

When service is needed, your brake pedal can tell you—if you know what to look for. The Ford service experts offer the following tips.

Short Pedal Trevet—The surfaces of the linings and drums tor discs may be rading too close each other. Your emergency brake may be adjusted too lightly or the self-adjusting mechanism in one of your brakes may be mathunctioning.

Excessive Pedal Travet (or speagy pedal)—Plud for the brake system is stored in a master cylinder in the engine compartment. An insequate fluid level can allow air to get into the brake system, causing the brake pedal to travel-

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excessively (or feel spongy) and the brakes to operate inefficiently. Have a service technician check for external leaks, add brake fluid and bleed the air out of the system.

Excessive pedal travel also can result if the linkings of either the front or near brakes are worn or are riding too far from the drum for disc). Hardsto-push Publis—A pedal that feels firm but gives little braking power when pressed usually indicates that your foot pressure it not being ramamitted to the brakes. A beding pedal linkage, kinks or obstructions in the hydrasile hoses, a faulty power brake sait or low engine vacuum could be the proble—If brake drums (trotors on disc brakes) are out of round, the linkage—transmitting a pulsating feeling through the pedal to your foot. Have the drums (trotors) inspected and replaced if necessary.

replaced if necessary.

Pedal Goes to the Floor—The brake system no fluid, the master cylinder has an internal to rt the pedal linkage is disconnected. Have car towed to a service garage.

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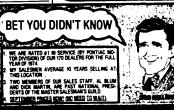
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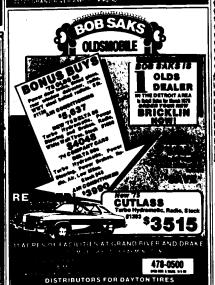
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