

Service Slants

All Vehicles

Hazards of asbestos gaskets. The Automotive Engine Rebuilders Association (AERA) reminds all technicians that safety is important when working with gaskets that contain asbestos. Since asbestos damages lungs when its particles are released into the air, avoid using power machines and tools that stir up the particles.

For your safety, assume that all gaskets contain asbestos. When cutting gasket strips, use sharp scissors, a knife or a paper cutter. When shaping outside dimensions or internal holes, use a punch die, scissors, a knife, or a compass. Internal holes can also be made with a ballpeen hammer or ball bearing. When removing used gaskets from parts, cover the gasket with water or oil and then scrape with a putty knife.

Wipe up any loose asbestos particles from the work area with a rag that has been saturated with either

water or liquid detergent. Clean the large areas with a high-efficiency particulate arrester-type vacuum cleaner. Gasket scraps, rags and other trash containing asbestos, should be put into heavy, 6-mil-thick plastic garbage bags and labeled as containing asbestos. Dispose of containers in a solid waste disposal facility that accepts asbestos waste.

Oldsmobile

Rotating wheel cylinder. In some 1978-80 Cutlass models, the wheel cylinder pilot hole in the backing plate may enlarge, which in turn may cause the wheel cylinder to rotate. GM has a kit (part no. 18013604) to hold the wheel cylinder in place. The kit contains two retaining brackets, one for each rear wheel.

To install a retaining bracket, first brush or scrape the rust and dirt off of the outside of the wheel axle tube extension and off of the inboard side of the backing plate mounting flange. The mounting flange is the piece of metal which

extends around the axle tube and the wheel cylinder hole. Next remove the rust and dirt from the inside wall of the wheel cylinder clearance hole.

Then, after making sure the wheel cylinder is in the correct position, place the bracket with its two legs straddling the brake pipe and its four fingers pointing into the wheel cylinder. Make sure the retainer is flush against the backing plate mounting flange. The fingers will grasp the wheel cylinder. Next insert the bolt through the two holes in the bracket legs and screw it into its clipped-on nut. Use a number 8 external Torx head socket to tighten the bolt to 60 in. lbs. As you tighten the bolt the legs of the bracket will "walk" inward toward the axle tube.

A properly installed bracket will not move when grasped and twisted. The gap between the bracket and the mounting flange should be no more than 7/64-inch.

Attach a campaign identification label to the vehicle. This label is available from Oldsmobile. ●

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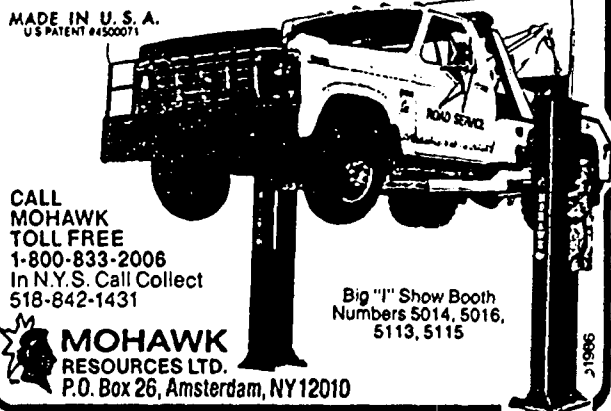
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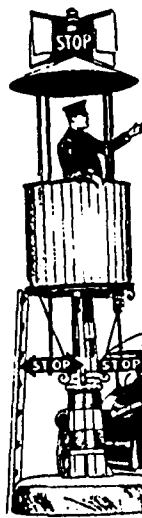


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MOTOR VEHICLE MILESTONE



"CROW'S NEST" WAS THE WAY MOST EARLY DAY MOTORISTS REFERRED TO THE ANCESTOR OF TODAY'S TRAFFIC CONTROL SIGNAL. A POLICE OFFICER DIRECTED TRAFFIC USING SEMAPHORES LABELED "STOP" AND "GO." IT CAME INTO USE ABOUT 1915.

RAILROAD SWITCH LANTERNS WERE ADAPTED THE SAME YEAR FOR USE AS ILLUMINATED TRAFFIC SIGNALS. THEY WERE FIRST USED IN DETROIT IN 1915 AND WERE MANUALLY OPERATED.



Motor Vehicle Manufacturers Association