

SECTION 14... VARIOUS

*Note. Major changes and/or additions are in bold face font. Contributions by web members are underlined with dots and credit given when known. Minor changes, usually just wording, are not drawn attention to by any special font.*

**\*\*\*\*\* VARIOUS NOTES \*\*\*\*\***

*Revised April 30, 2009*

REMOVING A BOLT OR NUT WHICH HAS HAD RED LOCTITE: These are tough enough when you have room to heat them. But many times an open-flame cannot be used due to the close proximity of heat sensitive materials.

Try adding a drop or two of more red Loctite to it. Let it soak for a five or so minutes. The fresh red Loctite will be drawn to the previous and hard Loctite. It'll soften it and it will usually come loose easily.

A machinist friend uses WD-40 to loosen any Loctite. He says it works every time. I've not tried it for some dumb reason.

MAGNETIZING A SCREWDRIVER: This works neat when you're on the road and you drop a nut somewhere down an abyss in your engine compartment. The only thing needed is a 12" or so length of insulated wire and a screwdriver.

Strip back the insulation on each end about a quarter inch. Wrap the insulated section around the steel shank of the screwdriver 3 or more times. Ground one bare end of the wire to the ground post on a car battery (voltage doesn't matter). Now scratch the other bare end of the wire a few times across the hot battery post. You're done. The magnetism will last for several months.

DEMAGNETIZING A SCREWDRIVER: Sometimes we need to demagnetize a screwdriver or a pair of needle nose pliers. All that's needed is a soldering gun. When the tool is small (like a screwdriver), insert it as far as possible between the top and bottom heating elements. Without allowing the tool to touch either heating element, pull the soldering gun's trigger and very slowly withdraw the tool. Don't stop withdrawing the tool until it's about 2 feet from the soldering gun. Check for any residual magnetism. You may have to repeat it a couple of times.

You can also magnetize a tool by holding the tool in between the two copper elements and pulling the trigger. This pulls the tool hard towards the copper elements and you'll have to hold the tool firmly to keep it from contacting either of them. (This tip was submitted to the MSN web by Joe W. on 9/21/00.)

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CHARGING A NI-CAD BATTERY: Nickel-Cadmium (Ni-Cad) batteries are rechargeable. They take on a "memory" as they're used and recharged. With each use the battery life becomes less and less. Confused?

Maybe it would be clearer if we think of the memory as a series of spikes which increase in length with use and recharging. There are two rows of these spikes facing each other and the distance between these spikes is the battery life. The battery life lessens as the spike gaps decrease. Eventually the battery has only a few minutes of life after charging for some time and the tool becomes all but useless. Widening the gap between the memory spikes restores the battery close to it's normal life span.

Use a 12V battery charger (regardless of voltage of the battery or battery pack) to destroy the spikes by "shocking" them. An example is probably the easiest way to see what I'm trying to say.....

Suppose we have a battery powered screwdriver that only turns a few seconds before it dies. Take it apart to remove the battery pack. Plug the 12V car battery charger in, turn it on, and set it to charge 5 to 10 amps. Hold one charger lead against one terminal of the battery (or battery pack). Either terminal is fine. Now scratch the other lead from the charger a few times across the other terminal of the battery (or battery pack). Reassemble the screwdriver and use the drill's own charger to charge it for a few hours. If it won't take a charge, the pack is damaged mechanically and junk. I've been using the same battery pack on my screwdriver for over 15 years. A word of caution. This is for Ni-Cad rechargeable batteries only. DO NOT ATTEMPT ON ALKALINE OR STANDARD ZINC BATTERIES WHICH COULD EXPLODE.

LEAKING VACUUM HOSES: Ever had a split end on a vacuum hose? You know if you cut it off, it'll be back in a day or so because of the aged and hardened hose being stretched over a fitting. It's only a short time before you end up replacing the entire length of hose (not my kind of fun) because it's now too short from being cut so often.

A solution I use. Pick up an assortment of electric shrink tubing from your local Radio Shack. Cut the split part off the tubing and slip on a short piece (about 1/4") of shrink tubing over the freshly cut end. Slip the tubing back onto the fitting and use a match, or heat gun, to shrink the shrink tubing tight around the hose. This is a permanent cure and will last for years. If the vacuum hose is too short to trim off the split end, cut a longer piece of shrink tubing (about 3/4") and slip it over the split end of the hose. Reinstall the split hose back onto the fitting. Slide the heat shrink tubing up to cover the split and overlap it on to the fitting itself about an eighth of an inch. Now shrink it with heat. This will form a leak tight seal between the hose and fitting.

TIP: When installing new vacuum hoses and you want to prevent splits later, install heat shrink tubing at time of installing the new tubing. Beats messing with them later.

BALL BEARINGS: All ball/roller bearings manufactured throughout the world are sized using the US measuring system. The bearing races, balls, and rollers are all the same regardless of where they are manufactured. This sure is a big help to people like me who misplace a single ball bearing (so we'll know right where it is when we're ready for it..... yeah, right!). Usually, it's always late at night or on a Sunday after every parts house in the universe is closed. Scratch around your used parts and find a complete bearing which has the right size ball bearings. Use a hot wrench to cut off the outer race to get to the balls. I save what's left in a box for the next time I need one.

CLEANING CLEANING SOLVENT (Boy does that read stupid or what!): The solvent in these tanks seem to get dirty quickly. It's now about \$5.60 a gallon! A trick I've used for a few decades is to add water to the solvent tank. My cleaning tank barrel holds about 22 gallons. I put in 7-8 gallons of water (sometimes with soap added) and 10 gallons of solvent. The water is a lot heavier and instantly separates and settles on the bottom of the barrel. My pump is suspended several inches below the top of the solvent. As the pump agitates things during solvent pumping the solvent circulates and contacts with the water. The water absorbs the dirt (to make mud?) and it settles to the bottom of the tank. This helps keep the solvent cleaner longer. This should prove just how cheap I am!!

Another method to clean solvent is to use some floor-dri or kitty litter (they're about the same for this purpose) in a large coffee can or such. Fill the coffee can with the floor-dri of your choice. TURN ON THE PUMP before you jam the flex nozzle down to the bottom of the floor dry. As the solvent travels up through the floor dry, dirt and grease will be absorbed by the floor-dri. Let it run for about 10 minutes or so. WARNING: DO NOT shut off the pump while the nozzle is still in the floor-dri. It'll suck the stuff back and into the pump. Then you get to take the pump apart and clean it.... ask me how I found this out... and how many times I've forgotten to do it over the years!

TIP: Use the soaked floor dry to clean the garage floor really good. Just scrub it in with a broom and sweep up. Then wash the floor down with water and a squeegee. Works for me.

GASKET HOLE CUTTERS: Cutting a hole in a gasket is easier if you use a sharpened piece of tubing or pipe. Grind the outer edge of the pipe so it's chamfered. Make it flat across the bottom and as sharp as you can. I use a fairly fine wheel on my bench grinder.

PULL HOOKS: Use old choke, throttle, or overdrive handles with a piece of the broken pull wire still attached. Bend as needed. Great when trying to fish out something.

TAPS AND DIES: Many times I don't have the right tap or die I need. There are a couple of things that have worked fairly well for me.

Taps. Get a bolt (grade 8 are best) with the right size and threads and grind (I use my bench grinder since I'm a slob) 3-4 slots about 1/2" up opposite sides of the threads. These slots function as cutters in restoring damaged threads.

A die is even simpler. Keep a selection of castellated nuts (these have slots for cotter pins) of various sizes and threads on hand. Grade 8 are best, but any will usually work fine. Invert these to restore damaged threads on bolts.

Cutting oil helps when repairing or making threads or sharpening knives or box cutters (dry wall knives). (You do need to keep your Buck knife sharp for the Saturday night dance, don't you?)

IGNITION KILL SWITCH: Most of us already have a method of shutting off the electrics in our flatheads. For those who don't....

Intercept the smaller wire between the coil and distributor and cut it in two. Splice a long piece of wire to each end. Run both of these wires to the inside of the car. Connect these to a toggle type switch that you hide, but where it's handy to reach.....like in the ashtray or under the dash. With the switch in the off position, the engine cannot be started. It's also great keeping the coil from putting out sparks when running a compression check, a fuel pump test, or adjusting the wet gas level setting in our Stromberg 97's.

REMOVING DUST WITHOUT WASHING THE CAR: If you have a dark black (dark black.... what would be light black... gray?) hot rod, you know how it is always seems to be dusty and looking dirty. Each time you wash it, water gets in the seams which hastens rust. Washing takes considerable time....something we may not have if we're going to a cruise-in.

A solution I use is a moistened towel in place of washing the car. I fold it into a pad about a foot square and then mist it with water from an old Windex spray bottle or such. Then I fold the towel onto itself so the two misted sides press against each other. I press these together a couple of times and then open the towel so the misted sides are now out. This disperses the droplets of water

and evens out the mist on the towel. Then I wipe the car down. Takes about 5 minutes and it looks like I just washed it. Best part is I'm not getting water into the seams. It's fast and a lot less work than washing the car. If you're plagued with harsh water, mist it with distilled water.

(From rodnut 1/30/03. He uses the California Duster and really likes them. He's used one for years with no problems.) I've used these but found they slightly dull my paint. I think the wax on them coats the paint surface. This dullness eventually requires re-buffing to restore the gloss. They seem to work better if the paint is hot.

FENDER COVERS: These things are great, but they sure like to slide around and fall off. I picked up a four (2 for each fender cover) strong magnets at the hardware store (old speaker cones work great too). I use them to keep the covers from sliding around or falling off the fender.

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