



TClinic

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SAFETY CHECKS

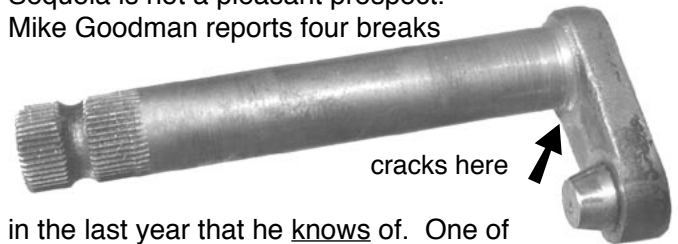
WINDSHIELD WIPERS that have been neglected can fail you when you need them most . . . say, in a downpour between Gorman and Lebec. These motors have a way of packing up with rust, especially in those cars whose tops are rarely up. Periodic maintenance should include removing the cover and cleaning the switch controls and commutator. Among the various products for this purpose, the yachtsman's favorite, WD-40 should work well as it lubricates and resists moisture as well as being a fine rust inhibitor. It is also a non-conductor which makes it especially useful around electrical circuits. Some graphite string packing around the outside end of the shaft under the disked plate, will prevent rain from entering the unit down the shaft. An eighth inch hole drilled in the bottom of the housing (at its lowest point when mounted) will let out any stray moisture. Remember, a perfect motor is useless without a good blade. Personally, I keep old ones mounted and brand new ones inside the tool compartment with other necessities.

WIRING HARNESSES, if original, are probably rotten. You may get a few more miles out of these crispy, crumbly bundles by checking them carefully so as not to break off what ever insulation that is still hanging on, and patching with electricians' tape. Be thinking seriously, however, of replacing these twenty year old looms with one made with modern insulating material. A detailed plan will be diagramed in this column as soon as possible. In the meantime, keep a pair of battery pliers handy to disconnect the cables should smoke appear under the dash or bonnet.

BRAKE HOSES break. And if you're in the wrong place at the time, your time is up. Talk to Joe Douglas and Clarence Weiss.

WHEEL CYLINDERS that leak, although less dramatic than broken hoses, can still render brake lining less effective than they should be. (And with the TC braking system, we need all the help we can get.)

ROCKER SHAFTS (sector shaft) in the TC steering box are breaking with increased frequency, and losing your steering coming down the back way from Sequoia is not a pleasant prospect. Mike Goodman reports four breaks



in the last year that he knows of. One of those unlucky TCers didn't make out too well. It has been recommended that we all take a peek at those units at the first possible opportunity. Remove the shaft and have it magnafluxed or better yet, X-rayed to detect metal fatigue-formed cracks.

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2002 Update

Many TC owners have found that the use of Rain-X works better than wipers. Wipe on the windscreen and water will bead off.

See TClinic #25 - Rewiring your TC