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Halderman newsletter

January 2014

Well we've seen another year come and go. I hope 2013 was fruitful for you and I hope you enjoyed time off with family and friends for the holidays.

I'm looking forward to 2014. I am hard at work updating several new titles and will update information as I have it. I will be making the rounds of the show circuits and will once again be going to the North American International Auto Show (Detroit Auto Show). If you've never been, make that a bucket list thing you do. The information I get there along with the photos and excitement are something I always look forward to. I'm fortunate to be attending my fourth NAIAS in a row. Look for photos on my website and I will update things on my Facebook and Twitter pages too as I find them interesting. Watch for updates live next week from the media preview days at NAIAS.

Please continue to follow me on [LinkedIn](#), [Facebook](#) and [Twitter](#) for up-to-the-minute updates and for the fantastic interaction I receive from many of you.

Sincerely,
Jim

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ASE Sample Certification Question

Question:

The technician should perform all of the following to restore the clutch to useful service except _____.

1. Install a new pilot bearing
2. Repair the oil leaks
3. Align the friction disc with the pilot bearing
4. Discard the oily splash shield

Answer:

The correct answer is d. The splash shield is designed to keep water from getting onto the clutch and removing this shield could cause clutch problems in rainy weather. Answers a, b, and c are not

correct because these items should be performed to restore the clutch to useful service.

For FREE sample ASE test questions with answers, visit my website where you will find 15 questions for each of the eight ASE areas (120 total questions).

www.jameshalderman.com

For an excellent resource for all eight ASE content areas, consider this test preparation book:

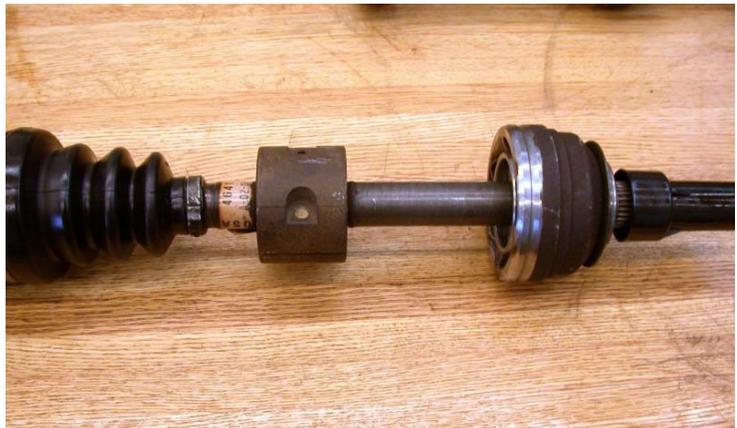
<http://www.tests.com/ASE-Automotive-Series-Practice-Tests>



Frequently Asked Questions

What is that weight for on the Drive Axle Shaft?

Some drive axle shafts are equipped with what looks like a balance weight. It is actually a dampener weight used to dampen out certain drive line vibrations. The weight is not used on all vehicles and may or may not appear on the same vehicle depending on engine, transmission, and other options. The service technician should always try to replace a defective or worn drive axle shaft with the exact replacement. When replacing an entire drive axle shaft, the technician should always follow the manufacturer's instructions regarding either transferring or not transferring the weight to the new shaft.



Straight Talk

From the December 7 Wheels section of Dayton Daily News

Why is my truck making a clicking sound?

Wheels: G.D writes by e-mail: "It sure seems like my truck needs constant maintenance.....just yesterday I noticed a funny noise coming from the front of my truck. It sort of sounds like a soft "click-click-click" as I slow down almost to a stop. It doesn't sound like the clicker on brake pads when they get really worn down. I only hear it when I slow way down, not at high speed. It is rhythmical as related to the speed of the tires. So, I am thinking it must be coming from a wheel or hub assembly. If it was much louder and I was turning a hard corner, I might think it was a CV joint but I just think that is it. Do you have any ideas or suggestions? I plan to take the front wheels off one at a time and look as I turn the



wheel while it is off the ground."

Halderman: The clicking could be due to any of the following:

1. A loose wheel cover or hub cap
2. The disc brake pads (as you mentioned). Try braking hard one time and then see if it stops.
3. A stone in the tread of a tire or something like a nail in the tire
4. It could be the CV joint but I would definitely check out all of the simple (and low cost) items first.

Wheels: How would a CV joint sound if it were defective?

Halderman: If a constant velocity (CV) joint was worn or failing, it would likely make a clicking sound as you describe but more likely when accelerating and turning at the same time. Start your inspection with a thorough visual inspection and see if the CV joint boots (rubber) are torn or if you see evidence of leaking grease from the joint near the front wheels.

Please let me know what you think of the newsletter. I would love to include any of your automotive news or any tech tips you might have. Send me your suggestions!

You can email me [here](#) or visit [my website](#). You can connect with me on Facebook, Twitter and LinkedIn too (links above). And I encourage you to visit [this website](#) for great car reviews and more of my Straight Talk columns.

Regards,

Jim Halderman

James D. Halderman writes automotive technology textbooks for Pearson Education. He is an ASE-certified Master Technician with more than 20 years instructional experience.
