

## Be careful with switch to metric

P215/75R14...kg...kPa. Metric strikes again. And you'll be seeing these symbols more and more on the tires you buy as the nation gradually converts to metric over the next few years. Tire manufacturers already

are building tires with metric size designations and metric load and inflation labeling as original equipment for some new vehicles and the replacement tire market. In a few years, according to Tire Industry Safety Council, nearly all U.S.

cars may come equipped with metric tires.

Because inches and pounds don't convert into millimeters and kilograms in round numbers, metric tires not always are exactly interchangeable with the alpha-numeric tire sizes. So it's

wise to be careful when replacing your present tires with the new metrics.

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## Brake easy, protect tires

After a car has been slowed and stopped many thousands of times, the brake linings or disc pads will wear out. This happens so gradually that the driver may not realize it.

Brakes should be inspected at least once a year, and the fluid level in the master cylinder should be checked at least every 5,000 miles, says Automotive Information Council.

If a lining is allowed to wear through, the metal rivets or a portion of the brake shoe may scrape or score the brake drum, which then must be either reconditioned or replaced.

More than anything else, your driving habits affect the life of your car's brakes. Unless you have to make a sudden stop as a safety precaution, don't slam on the brakes, AIC advises. Try to anticipate stops. This saves wear on both brakes and tires.

Don't ride the brakes when driving because this, too, causes premature wear.

These symptoms spell trouble and should be corrected promptly for safe motoring:

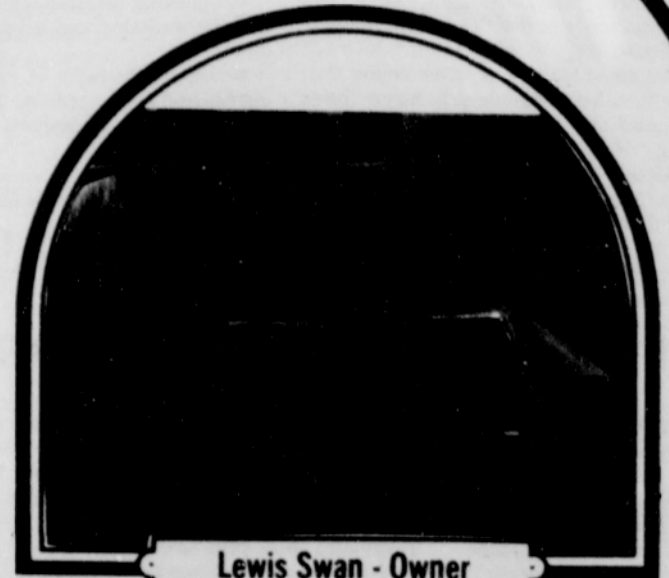
- Brakes pull car to one side—This indicates worn linings, fluid on the linings, or worn suspension parts.

- Pedal goes almost to the floor—Loss of brake fluid.

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