

PREPARING YOUR FIGARO FOR WINTER

- Check tyre condition. Domestic Japanese tyres are inferior to ones sold in the UK and often have cracked walls due to age! If it's around the time for tyre replacement – it's a good idea to change before the hard winter sets in! A new set of tyres fitted and balanced should cost around £120 (we recommend Nankang tyres). These will improve ride and handling particularly in winter conditions!

- More batteries are sold in November / December than the other months put together. There's nothing better than a cold spell to kill an ailing battery. Having a decent battery in good charge is vital on an automatic – the car cannot be bump-started. Most motor outlets will discharge test batteries for free. When shopping around for a battery – the Figaro is unlikely to be listed in catalogues – the code number for a Figaro battery is 54 and most top-line manufacturers will use this code. A battery from Halfords, for example, would have part number HB054. Aim to pay around £35 for a good brand battery (Bosch, Yuasa, Fiaam, Exide.....)

- At least 80% of bad starting, poor running problems are due to ignition system faults – the fuel system on Figaros rarely gives problems! On Figaros – the spark plug leads and distributor cap are often 18 years old – way beyond an expected lifetime and often responsible for bad starting, hesitation, misfires, poor running etc! There's nothing better than cold damp weather to magnify weaknesses in the above components! Our ignition overhaul kit for less than £60 would allow you to replace all the wear parts of the ignition system (HT leads, distributor cap, rotor arm, set NGK plugs). The kit comes with full fitting instructions.

- To prevent serious damage – it's vital that the cooling system is adequately protected. If you're unsure about the condition and strength of the coolant in your Figaro then change it! The capacity of the system is around 4 litres so either use good quality, glycol based coolant which is ready mixed or purchase antifreeze and dilute to 50% before filling the system. Long life antifreeze and coolant can stay in the system for 5 years. When changing coolant – check condition of all coolant hoses (bulging, softening etc) and ensure that all retaining clips are tight – the wire clips used by Nissan have a tendency to slacken over time. Finally check the 2 rubber seals in the radiator cap and replace the cap if the seals are grooved or damaged.

- Good visibility is vital in inclement conditions and there's nothing more distracting than a windscreen that smears. Use a winter additive in your windscreen washer bottle to minimise freezing and improve cleaning. If the wiper blades are well worn or damaged – replace the rubber refills or the complete blade. We sell top quality Bosch blades with the correct adaptor for around half the price of Halfords! You'll find these in the Service Parts section of our website.

- The Figaro will endure the worst of weathers parked outdoors – after all – the winters in Japan are pretty tough! Ensure that the car is given a polish before the start of winter. Most of the bright trim on a Figaro is plastic or stainless steel so won't rust. The bumpers however are chrome – they're not particularly good quality and they cost a fortune to replace! Regularly polish the bumpers with car wax – not chrome polish which is abrasive. Rust on bumpers generally comes through from the

underside – there's virtually no protection and road salt in winter will cause extensive corrosion of the bumper undersides. We would advise that the bumper undersides are cleaned of any loose material and then given a coat of Waxoyl either by brush or aerosol. Repeat the process at the beginning of each winter.

The Figaro is reasonably well protected on the underside but there is virtually no cavity protection. We would strongly advise cavity wax treatment for the Figaro! Many Figaros suffer from very expensive rust damage to rear wheel arches and sills – correctly applied cavity wax protection will minimise the chances of rust formation in these areas.

Roof and body drains should be checked and cleared every 3 or 4 months – check these out at the onset of winter. Water collecting e.g. on the bottom boot floor can contain levels of road salt in winter – a perfect recipe for rust!