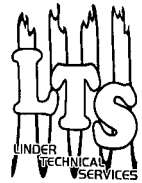


Networking

Newsletter



A Year In Review

WOW! 2005 is gone! I guess this is getting tougher each year as we all age just a bit. Some days I don't have a clue where the time goes. I attended a seminar recently and the instructor had us write down (at days end) everything we had done that day. Interesting discussion as some days I just would have a single line and others days I could fill a whole page. I guess that's where we all are from time to time. One week seems like an endless sea of customers and projects while the next week there seems to be plenty of time to finish everything you had planned to get done.

2005 was another great year for the crew at Linder Technical Services with very good business all year long. In 2005 we offered and conducted approx 500 hours of technical training both in-house and on the road. That's about 25% of the total time available for the year. It's also close to our maximum speed. We added another employee, Eric Huntley, and worked our part time crew more than ever as well. Our annual conference had over 300 technicians from all over the country with the best group of instructors ever assembled under one roof. The vendor support was at an all-time high as well. I hear that even the hospitality room entertainment each evening was super.

In addition to shipping a record number of fuel injectors to happy customers, we added more injector equipment to our injector lab and filmed (with AVI) another section of our "Fuelish Tips" interactive DVD series. We worked a pretty heavy schedule to get our vehicle ready for a land speed record attempt at the Bonneville Salt Flats only to have the event rained out. We're hoping for better weather in September of next year.

Our "Guru" series was sold out all year and our Guru-2 weekend class that was held at Lincoln Tech was also well-attended. New in 2005, we added a one week Pico Scope class with all seats filled. Great class!

As you can see from our schedule, 2006 looks to be another busy year for the LTS crew with plenty of in-house training with Guru-schools, PICO class and Guru-3 as well as lots of on-the-road training and trade shows with such great organizations as ASA and Auto Value.

Thanks to all of you who have supported us in 2005. We look forward to continuing our relationship with you for many years to come.
—Jim Linder, *The Injector "Guru"*

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2006 LTS Schedule

If you're wondering what we're doing in 2006, here is the most complete list available to date. Classes, trade shows, vacations, etc are all listed. For further updates throughout the year, please refer to our website at: www.lindertech.com.

*Please note a change to our local training classes: Back by popular demand! The summer series " New Model Introduction". For years we created a yearly new model introduction class covering the latest greatest new model offerings from the OEM's. Our 2006 "Summer Series" will be just that, a one day class discussing the latest offerings from the OEM's. GM, Ford, Chrysler and Import systems will be discussed. This class will be taught by Michele Winn, Doug Garriott, Jim Linder, Randy Dillman and when possible the factory instructors.

**Don't forget that the LTS Conference will once again be a YEARLY event. Scot Manna, John Thornton, Randy Dillman and Wayne Colonna are already confirmed speakers for 2006.

January

28 Local Antique Bicycle Club meeting at our new "30G" location. Jim is giving tours and providing a hot dog lunch in his recently completed café' inside the shop at "30G"

February

10-12: Guru-3

17-18: Auto Value Tech Expo in Wisconsin, Jim is teaching "Thinking Outside the Repair Manual" (for more information, go to: www.avtechexpo.com)

March

4: ASA Ohio Tech Day, LTS is presenting a class, topic to be determined. More information: www.asaohio.org

9: Triton College

15: Open House at our shop, 5:30-8pm FREE hot dogs

23-26: ASA Texas, Jim is teaching and Michele and Doug will attend with trade show booth. For more information, go to: www.asatx.org

April

1-2: Auto Value Tech Expo in Lansing, Michigan, Jim is teaching "Thinking Outside the Repair Manual" (for more information, go to www.avtechexpo.com)

5: FSR Orientation and Training for new fuel injection reps.

20-23: LTS North Canadian conference, Randy is teaching J2534 and Jim, Doug and Michele are attending with trade show booth

May

1-11: Jim vacation in Tennessee

12-14: ASA NAIT Washington, Jim is teaching, Doug will attend w/ trade show booth (for more information, go to: www.asanait.com)

22-26: Guru school

June

27: LTS Summer Series, local training classes

2006 LTS Schedule (Cont. from page 2)

July

- 3-9: Peggy is on vacation
- 6-12: Michele is on vacation
- 25: LTS Summer Series, local training classes

August

- 29: LTS Summer Series, local training classes

September

- 8-10: LTS Annual Technician Training Conference & Trade Show
- 11-17: Jim, Greg and Stan are taking the truck to Bonneville for the Speed Week (for more information, go to: www.gasolinealleyshops.org)
- 20-22: Susan is on vacation

October

- 1: Bubba's Garage in Newport, IN
- 23-27: Guru school
- 30-31: Beginning of Industry Week in Las Vegas, Jim, Doug and Michele will attend

November

- 1-5: Industry Week in Las Vegas, Jim, Doug and Michele will attend
- 13-17: PICO Guru school (This class is open to ALL students who have completed the week long Guru school)

December

- 25-26: Closed for Christmas Holiday

Tales From the Hotline

Special thanks to Pat from Wood Auto here in Indianapolis. After figuring out this tough problem, he called and wanted to pass the story on to us so we could share it with other technicians.

The vehicle was a 2000 Dodge Durango with a 4.7L engine. The vehicle came in with the check engine light on, running badly and using \$80 of gasoline in 100 miles. The B1S1 O2 sensor was stuck at zero and the fuel trim was at the limit of +50. The PCM was seeing a lean condition from the O2 and commanding a richer mixture, but it wasn't getting any change in the O2. Therefore, it was dumping more and more fuel and the customer was rightly concerned with the gasoline consumption! The truck also had a power steering leak for which parts were ordered. The O2 was replaced and the vehicle ran better. The customer was scheduled to come back later to have the power steering leak fixed.

Approx. 100 miles later, the check engine light was on again, the truck was using tons of gasoline and it was running just like it had before. Checking it with the scanner showed the O2 was once again dead at zero volts.

—Continued on back page

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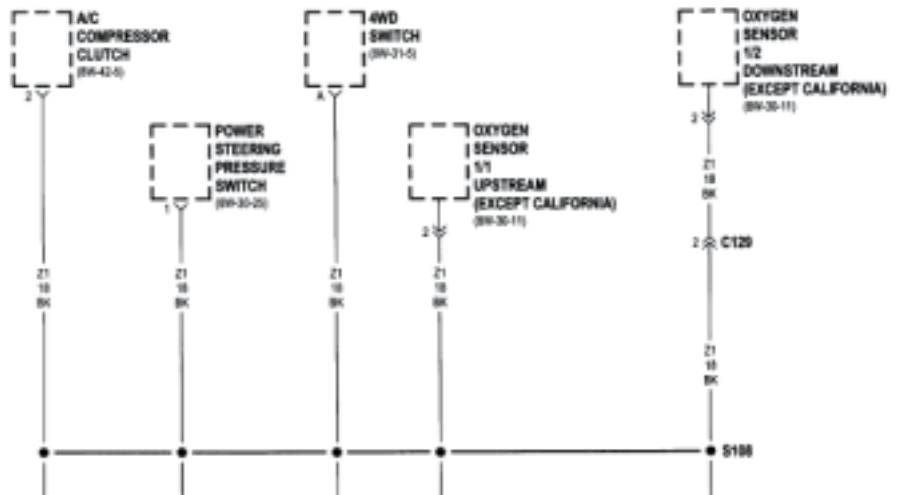


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Tales From the Hotline

It was unlikely that he had another bad sensor. After checking ground distribution, he found that the O2 sensor shared a ground with the power steering pressure switch. Remember, the truck also had a power steering leak? Well, the power steering switch was the part that was causing the leak! A closer look showed *power steering fluid in the O2 sensor harness!* The fluid had traveled from the ground wire in the leaky power steering pressure switch to the O2 sensor, causing it to short out.



Picture taken from Motoralldata.com