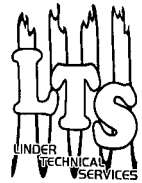


Networking

Newsletter



EBay

I guess I have to confess. I have the EBay habit pretty bad and have made a few deals on the internet, but how else could you save up all this extra stuff in a few months? Last year we finished the 1918 Dodge Roadster, the “Krylon Special”, and have enjoyed it very much with car shows and cruises etc. Neat car, low-buck rat rod or traditional hot rod depending on how you wish to look at it.

Greg and Stan both spent some time in the Dodge and seemed to like it, so we put a plan of attack together for a new car which you might classify as an LTS Shop truck I guess. The long range goal is to run an older Hilborn injection system on this vehicle after getting all the new car bugs fixed. I just happened to have a used 1960's 283 Chevy engine, a powerglide transmission and knew of a neat little 1931 Chevy truck body that was up for auction on EBay.

The body was welded up and primered with the top removed just the way we wanted it. A deal was made and another friend in the neighborhood welded up a twin tube chassis with a '36 Ford front axle and a 9" rear axle. WOW! This thing actually looked like a car in approx. 7 days! A pair of '32 Chrysler Headlamps completed the look along with a hand-fabricated steel truck bed as well. Thanks to Tom Culberson for the quick work.

The little Chevy engine was acquired from a friend. It is a taxi-tested tough engine with a fresh valve job. After a little clean up and a set of early Corvette covers, the engine looks really great!

We are using a four barrel carburetor and a generator for that “old school” look along with an aluminum powerglide (cheap to build). The car is now being painted (with deadener added for the look) along with the chassis and should go back together for the final time next week. Stay tuned for more “bubba vision”

—*Jim Linder*



Most Common OBDII Failures?

This information comes to us from our friends at the Wisconsin Vehicle Inspection Program. Here's a look at the "top 10" most common OBD failures in 2004. During that program year, there were approximately 18,000 vehicles that failed the OBD inspection. The "top 10" were derived by looking at the DTC's that commanded the MIL light on. A vehicle can fail with only one DTC or multiple DTC's. In many cases there were more than 1 DTC present. Fortunately, over 90% of the OBDII equipped vehicles that fail the inspection are repaired correctly the first time.

DTC #	Description
P0401	1695 Exhaust Gas Recirculation Flow Malfunction
P0420	1639 Catalyst System Efficiency Below Threshold (Bank 1)
P0301	1506 Cylinder 1 Misfire Detected
P0133	1339 Oxygen Sensor Circuit Slow Response (Bank 1, Sensor 1)
P0171	1319 System Too Lean (Bank 1)
P0300	1184 Random/Multiple Cylinder Misfire Detected
P0440	946 Evaporative Emission Control System Malfunction
P0141	710 Oxygen Sensor Heater Circuit Malfunction (Bank 1, Sensor 2)
P0134	593 Oxygen Sensor Circuit No Activity Detected (Bank 1, Sensor 1)
P0442	490 Evaporative Emission Control System Leak Detected (Small Leak)

More on H.R. 2735 & Right to Repair

If you have been reading our newsletters for any length of time at all, you probably know what our position is on the "right to repair" act. You also know that we work closely with ASA (Automotive Service Association) and NASTF (National Automotive Service Task Force) to make sure that the OEM's comply with the agreement and we, as an independent aftermarket industry, have access to the tools, training and equipment needed to repair today's complex vehicles. Jim has also agreed to serve on the NASTF training committee this year as well. The first committee meeting was held in Kansas City during Vision and the next one is set for April 11th in Detroit. Looks like some progress is being made as time goes on.

One new change released recently is a new organization formed called CARFIX (Coalition for Automotive Repair & Fair Information Exchange). Their mission is to provide independent repair shops and all service providers with continued access to automotive repair data. Their website contains information about current legislation, press releases, facts about the agreement that has been signed by OEM's and more. To visit their website, go to: www.carfixinfo.org.

Coalition for Automotive Repair
CARFIX
 & Fair Information Xchange

Whether you already have a position on the Right to Repair Act or you have remained neutral on the subject, it is worth your time to read the information provided on the CARFIX website. If you plan to remain in this industry, you need to become involved in these types of issues that can and will effect the way we repair cars in the future. Don't sit back and rely on others to take up the fight for you. You owe it to yourself to stay informed and become involved.

Neat Stuff

Below are a couple of products that we use here at LTS. They can be ordered from our good friend, Dennis at Master Tech Procedures. Dennis frequently comes across interesting new products such as the shure step stool which we own and use regularly (featured in the March 2003 newsletter.) For more information or to order, call Dennis at: 801-485-1212.

Point of Sale OBDII Kit

- *Start earning a greater return on your OBDII equipment and training
- *Acquire a professional presentation that your customers will understand
- *Provide employees presenting OBDII repair estimates with more knowledge and confidence

Kit Includes:

1. 24"x18" 4-color wall chart listing 8 OBDII monitors with a sample list of sensors used by the PCM to run self-tests
2. 24"x18" laminated 4-color wall chart showing many input sensors and numerous output devices on an engine layout along with intake and exhaust
3. 44-page color handbook with the following information:
 - Successful selling techniques
 - FAQ's and answers
 - Scope patterns displaying good and bad sensors and components
 - OBDII monitors, explanations of how they work and their strategy
 - Illustration on how the MIL is turned on and off
 - Engine computer blocking conditions
 - Typical drive cycle
 - Multiplexing system diagram
 - Current list of OBDII generic faults

Battery Cable Kit

Many driveability problems are the result of voltage drop in the battery cables and alternator leads. If you don't want to wait a week for those overpriced battery cables that are found on many Chryslers, Jeeps, Cadillacs and light-duty diesel trucks, then this kit may be just what you're looking for. This kit allows you to build special cables for about 25% of what you would normally have to pay without having to wait on special-orders from the dealership.

Automotive Kit Part #1717



Mega & Mini Crimpers
Part #'s 50102 & 50103



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“Shed Some Light on This” LTS Conference, Sept. 9-11, 2005



Registration for the 8th annual LTS Conference is now available online by going to our website at: www.lindertech.com. There is a link from the homepage that will take you directly to the registration form. Once again this year, seating will be limited, so sign up early to be sure you have a seat!

Speakers and topics this year are:

- John Thornton.....GM Class 2 and Chrysler BUS Communications
- Scot Manna.....Reprogramming on the Big 3
.....GM Displacement on Demand
- John Anello.....Diagnostic Approach (case-study based class)
- Randy Dillman.....J2534 and You
- Wayne Colona.....Transmission Insights

More detailed information about each class is available online as well as bio's for each speaker, hotel information and cost for the weekend.

As a special treat this year, the “Tech Man”, John Anello, will be driving his H2 Hummer mobile diagnostic center to the conference. Don't miss the chance to take a walk around this amazing vehicle and meet John. For more information about John and his mobile diagnostic business, visit:

www.autotechonwheels.com

We are looking forward to another great conference and hope to see you there!