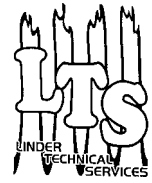


Networking

Newsletter



Tech Training

Jim Linder
The Injector “Guru”

Bad Fuel? Clean Injectors?

Many of us remember the early eighties with the bad fuel problems and computer controlled carburetors. Hard starting, fuel foaming and very poor driveability were problems we dealt with daily. The OEM's called foul and blamed the gasoline companies, while the gasoline folks blamed the vehicle makers! In reality, they were both at fault with poor fuel and some poor designs of fuel systems.

Well, it's back! We have seen more contamination than ever before the last year or so. As we speak, the EPA is looking into charges that fuel makers may not be putting enough additives into all of their fuel. So the question is: Do vehicles need fuel system additives? By law, all gasoline on the market today contains additives which are specifically designed to keep engine deposits from forming. In many cases the maker of the gasoline may or may not actually use the correct level of additives to do the job. Deposits will form on fuel injectors, intake valves, intake manifolds, combustion chambers, and throttle bodies. The deposits that form can cause a loss in horsepower and loss of fuel economy, which also leads to poor emissions and air pollution.

The clean air act of 1990 stated that all gasoline must contain the correct level of additives. The additives were to be added in order to improve the standard of gasoline that would in fact prevent engine deposits from forming. Sounds good right? Well maybe in theory: yes, in practice: no.

It has been stated that 15% of the gasoline on the market will cause deposits. The other issue is that the additive is the most effective when fresh, and gasoline oxidizes as it ages. So, are deposits a problem for today's technician? YES! Deposits and fuel injector clogging are as real as they were in the eighty's. Today's injectors operate at a higher spray pressure and are using a much smaller spray tip area to keep emission levels low.

A vehicle's fuel system needs cleaning every 30,000 to 36,000 miles to maintain the new car performance seen at low mileage. We suggest that all service shops look into and utilize a fuel injector system cleaning service.

Jim

LTS Conference 2002

“Your Key to OBD-II Service”

Registrations are now being accepted for the annual Linder Technical Services technician training conference to be held September 13-15, 2002. Classes will begin promptly at 8:30am on Friday, September 13th and will conclude at noon on Sunday, September 15th. Early registration and sign-in will be available on Thursday evening, September 12 from 6-9pm.

This year's conference features six of the top technical trainers from across the country.

- € John Forro, AST Training in Parma, OH
- € Jerry “G” Truglia, ChatforTechs.com from New York
- € John Thornton, owner of Pro Tec Auto Repair in Naperville, IL
- € Jim Wilson, founder of the flatrater.com website and GM technician in California
- € Randy Dillman, owner of LTS North in Ft. Wayne, IN and full-time flat rate technician
- € Craig Van Batenburg, Automotive Career Development Center in Massachusetts

In addition to all of the great technical classes, this year will include a special 4-hour management seminar titled: “Now that you know how to fix it, learn how to get paid for it!” This class is a must for service writers, managers, shop foreman and owners. Only a limited number of seats will be available for this class, so be sure to sign up ASAP!

With a line up like this, you won't want to miss this conference!!!

Conference registration is now being accepted online by going to this link:
[Http://www.lindertech.com/conf~02.htm](http://www.lindertech.com/conf~02.htm)

You can also sign-up by completing the registration form on the opposite page and mailing it to:
4-D Gasoline Alley
Indianapolis, IN 46222
Attention: Peggy

OR, you may fax the completed registration form to: (317) 487-1868, Attention: Peggy

For registration information, please see page 3



REGISTRATION:

Technician Fee:\$339.00

Spouse /child fee: \$45.00 (covers all meals)

Method of payment:

____ Invoice: *(registration form must be received prior to July 15th)*

____ Check: *(needs to be sent prior to cut off date of Aug. 31, 2001)*

Credit Card: # _____

Exp. Date: _____ Signature: _____

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**If you wish to attend our management class on Sunday, please enter the number of seats you will need for this special class session.** *(No Additional Charge, limited seating)*

Attendee(s) Name:

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

If attending: Name of Spouse \_\_\_\_\_

Number of Children \_\_\_\_\_

~~~~~

Company Name: _____

Address: _____

City _____

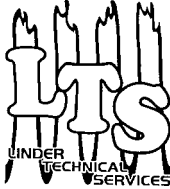
State _____ Zip _____

Phone #'s: Days _____ Eve. _____

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Guru Thoughts



Chrysler “NGC” New Generation Controller

The *New Generation Controller* (NGC) used on new Chrysler products has an oxygen sensor with a 2.5-3.5 volt range. This sensor still uses the same oxygen sensor technology as in the past (a switching O2 voltage). However, the return side of the sensor is no longer “sensor ground” and has been biased to about 2.5 volts. This should appear on the scan tool (DRB-III) or voltmeter as a switching 2.5-3.5 volts signal.

This was done to prevent the O2 sensor from going below 0.0 volts, as can sometimes happen if the sensor becomes contaminated, or if the vehicle is operated under extremely high engine loads at high ambient temperatures. This change was made to keep the vehicle operating in closed loop for as long as possible.