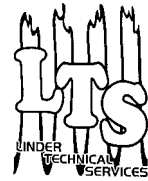


Networking

Newsletter



Tech Training

The LTS Data Group in North Carolina was formed on September 5, 2001, though this was not the beginning for us here. While attending an LTS Guru week long class with such attendees as Grant Swaim, Dan Marinucci and John Thornton, an invitation was made by Jim Linder to do this kind of training in our own community. Good technical training in our area is hard to find and now to be able to have help to do this, what a great idea! It was with this thought in mind that I started looking for a group that would support such a program. Here they are! I have worked with every one of these guys in the past few years teaching them how to use Engine Analyzers. It was obvious they were dedicated to the automotive repair business and wanted to learn. So it was with most of these guy that I put together training classes with Jim's help beginning in August of 2000.



The small group that attended the August 2000 current ramping class has grown to a dedicated group of guys that you see in the picture. It was September 5, 2001 we became known as the LTS Data Group of North Carolina. In the past year we have covered the curriculum AAEA (Advanced Automotive Electronic Analysis). We have met twice a month in the evenings for the past year, September 2001 – August 2002. From my standpoint the best part was watching this group develop a relationship that they help one another. Most nights we would spend talking about problems that were being faced in the repair bay.

You may be wondering what these guys think about the LTS Data Group of NC. Here are just a few comments that really sum up the feelings of all the guys.

- € "I finally feel comfortable using a lab scope!" John Thompson owner of Thompson's Automotive
- € "This has helped me a great deal in fixing cars!" David Strickland owner of Ralph's Tune Up and Auto Repair
- € "Learning current ramping has helped me to fix a lot of cars. Also, the comradery of the group is enjoyable" Brian Parada, owner of AutoTek
- € "This class has helped me with ignition scopes and lab scopes and I enjoy talking and sharing experiences and problems with the rest of the group." Steve Johnson owner of Johnson and Johnson Imports

Like I said, these are just a few of the expressions. It would take a full page to cover them all.

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Analysis from the “Sleuth”, Michele Winn



This month instead of focusing on one particular vehicle, I would like to share a few experiences from a couple of cars I looked at this month.

Vehicle #1: 1990 Chevy Corvette w/ 5.7L engine

Customer complains that vehicle will not idle and runs very rough. The engine seems to smooth out if #8 injector (back passenger’s side) is unplugged. Hmmmm.....seems like we have injector problem and knowing this vehicle is equipped with pattern failure multec injectors, I did a quick resistance check of all 8. Here are the results:

1	2	3	4	5	6	7	8
16.3	14.8	11.9	12.2	16.4	15.7	15.6	8.1

In order to make any diagnostic decision from these readings, you need to know that the spec is 16 ohms. As you can see from the above readings, there are really only 2 good injectors out of the 8. However, how many people would have left the “marginal” injectors alone and just replaced #3, #4 and #8. Let’s look at the readings below to find out why that may not be the best idea. Here are the flow rates of each injector as they were tested on our bench. The spec. is 60mil. Here are the results:

1	2	3	4	5	6	7	8
59	57	59	62	55	52	58	59

Obviously we replaced the entire set with a new set of Bosch injectors. This was done for two reasons. First, the GM multec injectors are a known pattern failure injector. If we would have replaced just the ones that were “bad”, meaning they showed low resistance, the odds are very good that the vehicle would have returned with 2 or 3 more injectors that needed to be replaced in the near future. Second, if we would have only replaced the ones with low resistance, look at the flow rates of the ones that we would have considered “good” and left in the engine. Injector #6 was restricted by about 15%, but by the resistance reading, we may have decided to keep that injector.

Vehicle #2: 1999 GMC Pickup, Extended Cab w/ 5.3L engine

Customer complains of long crank time when HOT. If the gas pedal is held all the way to the floor, the truck will start, but will run a little rough for a short time. Your first thought is probably the same as mine.....sounds like it’s flooded and we’re getting unwanted fuel into the engine after the vehicle shuts off. Maybe a fuel injector sticking? Well, when I popped the hood and realized that this was a 5.3 engine with multiport fuel injection, I didn’t think that was very likely. I was in the process of hooking up a fuel pressure gage when I happened to look down at the fuel pressure regulator. (On this truck, it is located on the fuel rail on the driver’s side of the vehicle). I pulled off the vacuum hose and fuel squirted out. Yes, I got lucky, but we all need days like that once in a while. Obviously, it needed a fuel pressure regulator. However, there is another reason I’m sharing this with you. I had real trouble finding a fuel pressure regulator for this vehicle! Every parts store I called said they showed a listing for “multiport right side”, “multiport left side” and “multiport”. After discussing it with the dealer, the correct part# is: 17113555. You might want to make a note of that in case you are ever in this situation. It will save you and your parts guy a lot of time.



My visit to ASE Headquarters

I recently got the chance to visit ASE headquarters in Leesburg, Virginia. I spent my vacation out on the East Coast this year and on my way home, my husband and I stopped by for a brief visit. Yes, as you can see from the picture, it was cold & rainy and I had on all of my gear!



First of all, let me say, the new building is AWESOME! The total building is 35,661 sq. ft. of which ASE occupies all but 3,840 sq. ft. There is a giant distribution center complete with a loading dock and lift. Also in the distribution center is a garage door so that cars can be pulled in for testing purposes. There is a large room devoted to test writing sessions and a conference room with state-of-the-art audio/video equipment.

I was amazed at how well we were received. Bob Clark, who has been a friend of ours for a few years, met us at the door and took us for a grand tour of the facility. Each time we passed an office door, Bob stopped and introduced us. Every person we came in contact with dropped what they were doing, came over and shook our hands. No one ever acted like it was an inconvenience or intrusion on their workday. I wasn't introduced as anything more than Michele Winn, one of our ASE-certified technicians. Nothing more needed to be said. It proved to me that this group of people is dedicated to improving the reputation of the automotive industry and they believe that ASE-certified technicians are one of the ways to accomplish that goal. If you are ever in Leesburg, Virginia, it would be worth your time to take a tour of their new facility. I promise they will treat you like royalty and you won't be disappointed.

LTS DATA Group, North Carolina

(Continued from front page)

Well, a new season begins and we have made a few adjustments.

1. Our curriculum will begin in September 2002 and run through May of 2003. The summer months make it difficult because of vacations.
2. We will meet once a month with a Saturday thrown in every other month..
3. This year we will concentrate on OBD-2 training.

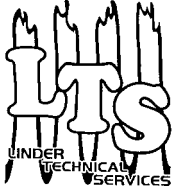
I certainly recommend this training opportunity to anyone in his or her own area. It does take a lot of work that for the most part is unknown by the group, but I truly believe it is worth it. All of us here, in the LTS Data Group of N.C., want to express our thanks to Jim Linder for all of his help.

Thanks Jim!

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Guru Thoughts

High Performance ???

Well, it has happened again! Another vehicle equipped with thousands of dollars of "High Performance" parts doesn't run very well at all! This time it was a Ford Mustang, but we seem to get them all! I still schedule them in just to see if we can help in some way. The story is the same as always. Mr. Hxx xxxx built the engine, Mr Hxx oooo supplied the electronics, fuel system and someone's brother-in-law's cousin picked out the camshaft. Tons of money spent and everyone's stuff works just fine..... on the shelf and in the box that is.

What is it about these projects that no one will take any responsibility! On this car I called the MAF sensor tuner and was told I didn't know the difference from rich to lean. The fact that this sensor has 0 volts output didn't seem to bother them at all. It must just need bigger fuel injectors. (I guess we could supply that, if needed) I think that to even ***like*** cars a person should ***work on them*** (and understand every system) before ever even being allowed to own a hot rod! The companies that sell these systems should have to fly into town and fix every car that doesn't run right when asked to do so. That would change some sales of these parts and sub systems.

Well, I have vented some of my frustrations (it is MY newsletter) and feel much better. I've gotta run, some dude on line 3 has a question about his new half-ton pickup (you know the one with the baby motor) not being able to pull his 50 foot trailer through the mountains at 85 mph. He seems to think we can turn his mil lamp off and crank up his spark and tune his injectors.

Oh well. I will schedule him in and let Michele figure it out! Rbg :->

