

LTS Networking News



Linder Technical Services

4-D Gasoline Alley ● Indianapolis, IN 46222
(317) 487-9460 Office ● (317) 487-1868 Fax
(888) 809-3835 Fuel Service Toll Free line
www.lindertech.com

2nd Quarter 2009

Company News: Jim Linder

Company News:

WOW, time flies as you get older !!!

In our first quarter newsletter I discussed our changes at the shop. Change is good I always say. Over the years during my travels doing seminars in other states I had the chance to sit thru numerous management classes. And typically every year attending the Vegas Expos etc I have seen many new ideas, and often bring them home.

I have often said that I steal ideas for a living, and in some respects that's true. I have never been in an automotive repair shop that I haven't seen something I really liked and thought was a great new idea. The way you painted your floors, handled your invoices or just plain laid your shop area out. So in that respect "change" is good from time to time.

Our change has been a large one with moving the hot rod shop back to the main shop. Just this week alone I did a complete fuel system service on a 1988 Oldsmobile 3800 V6, rebuilt a Generator on a 1935 Ford truck, and shipped three distributors for vintage cars etc. The step from a scan tool (used my tech-2 this week) to polarizing a generator is a pretty large step for sure!

But ya know, I love it!

We just finished a sold out "Guru Class and moved the hot rods to the storage sheds and brought the tables and chairs back in. In reality it created a better work area as the distributor machines and ignition coils were all on the bench and with addition of a jumper lead we were able to sit in the seats and view all aspects of ignition from contact points thru electronic systems. Randy Dillman and John Thorton were able to do their classes just like always and actually had more room for hands on due to a missing wall

Also due to customer demand I have added a "new" Hot Rod Class covering vintage ignition and vintage fuel systems. This will be a Friday, Saturday class with tons of hands on. Session one will be two days of vintage (distributors-ignition) Ignition systems with actual rebuilding and testing. And session two (also two full days) will be vintage fuel systems etc. Never actually understood how spark happens from day one, better sign up. Class will seat only 12 techs in each class. Call Peggy for seats etc. First classes remaining in this year are already full.



Here are a couple shots of the July Guru class. On the left is the Hot Rod Shop transformed in to the classroom. And on the right is the picture of the class on the last day of training. Say Cheese, Guys!





Words from the Wizard:

FUEL RAIL CONTAMINATION

Lately I have had more requests for fuel rail cleaning. I have also talked to more people that have read our article about on car service and using a two line fuel system-cleaning unit to rail cleaning. Fuel rail flushing / cleaning seems to be more of an issue lately than ever before. I'm not sure if it's from dirty fuel, the lack of detergents in the fuel or reformulated fuel deteriorating fuel system components. Some of what I see has more rust content than anything else. Whatever the cause, fuel rails are loading up with contamination.

When a rail (or injectors) is identified as having foreign material in them, the entire system must be checked to determine the extent of service needed. The first thing I recommend is to take a fuel sample and let it sit. This may even mean letting the sample sit overnight. Depending on the results, tanks may need to be dropped and cleaned. Lines may need to be flushed and filters should be changed.

On return type fuel systems, flushing the rail was not a problem especially if you were using a two-line fuel system-cleaning machine. Simply loop the supply and return line together. Hook the machine's supply line to the rail's inlet and the machine's return to the rail outlet and start the flushing process. Since the vehicle is not running, the cleaning chemical flushes the rail before the injector cleaning begins. More information can be found on this process at <http://www.lindertech.com/docs/efibook2005v2.pdf>

On a returnless fuel system there is only the fuel inlet, so flushing becomes a little creative. If there is an Schrader valve (test port) then you can remove the valve and connect the machine return to that port. If there is no test port, the rail is going to have to come off. Keep in mind that returnless systems are more prone to rail contamination. So how do you get it cleaned?

LTS does offer "FUEL RAIL CLEANING" using our 30-gallon ultrasonic tank. We can take your rail and regulator and get them as clean as new. There is **NO COST** for this service if you send the rail and injectors in for "Reconditioning" service. Compared to buying a new rail and regulator this is an inexpensive fix. So the next time you need a rail cleaned send it to us!
Call Doug for more details.

Here is a list of the vehicles that I have seen needing fuel rails flushed and a fresh set of "LTS Flow Matched Injectors" installed.

- **Dodge trucks with the V-10**
- **Oldsmobile Aurora with the 4.0L**
- **Chrysler / Dodge mini-vans with the 3.0L**
- **Jeep with the 4.7L**
- **Ford V-6 trucks**
- **Toyota trucks with the 3.4L**
- **Land Rover V-8**
- **GM V-8 FFV**



Contamination found in filter.

Networking News



Mother Hen's House:

Hello, well here we are again, hard to believe the year is more than half over already.... Good News though, it's less than 5 months till Christmas... Ha Ha, I knew that would make your day! Sorry! We just finished up the July Guru class and it was a very good class. We had a great group of guys and they had a very good time, I think this was one of the smoothest running classes we have had in quite a while.

I have a great recipe for you this time, it is a favorite here at LTS and we have had it in the newsletter before but that was several years ago so this will be a refresher for some and new to the rest of you... it's very easy to fix and can be made up ahead of time and baked later. It's also great for pitch-in dinners, and can be easily doubled or tripled depending on the crowd size, Enjoy!!!

Calico Beans

Ingredients:

1/2 lb fresh ground beef

1/2 lb bacon (chopped into bite size pieces)

1 onion (chopped)

1 can (16 oz) butter beans (drained but not dry)

1 can (16 oz) kidney beans (drained but not dry)

1 can (16 oz) great northern beans (drained but not dry)

2 tsp white vinegar

1/2 cup catsup

1 cup light brown sugar

Directions:

In a skillet, combine ground beef, bacon & onion.

Brown until beef is crumbly and the bacon is done but not crispy. Drain Well.

Place the meat mixture in a large oven safe baking dish or pan and add in the remaining ingredients and stir well.

Cover and bake in a 350 degree oven for approx. 1 1/2 hours (stirring occasionally) or until hot all the way through.

Serves 4-6 (as a side dish)

Shopping with Suzie:

AUTOMOTIVE FUEL AND EMISSIONS CONTROL SYSTEMS

By James Halderman and Jim Linder

This is a must for students and beginning technicians.

This manual features a practical and real world approach to automotive technology and service with clean, straightforward language.

The text features and hands on tips from master technicians brings the "real-world" into the classroom with tech tips, safety tips, fixes and FAQs'

Price: \$95.95



We have a large selection of various training materials at a great price, Call Susan for details.

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Welcome to our new section called “ Bubba World”

WOW , its been over six months already this year. Can't begin to tell you all the stuff we have done but we have been very busy. Doug and Susan have been zinging right along with the injectors and I have been doing ignition and hot rod stuff every day. Peggy has been keeping track of the entire crew and we have Terry and Andy working on a little bit of every thing. Three complete hot rods have been in and out the door already this year and the owners are driving them to every show in the mid west. I have made up a new electronic ignition conversion using Chrysler electronic parts in the distributor and a GM HEI control module. I consider it the best of all worlds and have shipped many to happy customers . It can be custom machined to fit just about anything with this system. So far this year our Flathead / Chevrolet conversion has shipped over 100 units and still going strong. Save me all those old Chevrolet V8 units you been holding on to for years....

