

TECH TIPS

This month marks the beginning of something new and different for "Tech Tips." Starting this month, winning Tech Tip entries will be selected by the editors of Import Service as well as members of the technical staff at NAPA Echlin. Winning entries will each receive \$100.00 in cash from NAPA Echlin. Each winner's NAPA jobber will also receive a \$100.00 prize.

In addition to the \$100.00 monthly prizes, NAPA Echlin will award an all expense paid trip for two to the 1992 Indy 500 to the Tech Tip winner who submits the best tip for 1991. The runner-up will receive a check for \$2500.00, also courtesy of NAPA Echlin.

So tear out those Tech Tip cards and start mailing us your Tech Tips. We'll print the best ones each month. Everyone will benefit from the shared information, whether you win or not.

CLUTCH PEDAL HITS THE FLOOR

If the clutch pedal drops to the floor on a 1986 or later Volkswagen Jetta, don't be too quick to assume that the clutch cable is broken. The cause may be a broken clutch release lever inside the transaxle. To check the clutch release lever:

- Remove the green transaxle end cap. You can't remove the cap without destroying it, so make sure you have a new cap on hand.
- Disconnect the clutch cable from the clutch release shaft assembly.
- Remove the black plastic stop clip at the side of the release shaft assembly, then rotate the arm to a vertical position. Turning the release shaft assembly reveals the underside of the clutch release lever.
- Inspect the underside of the clutch release lever carefully for cracking. A cracked lever will slip on the clutch release shaft's splines, preventing proper clutch operation.

Replacing the clutch release lever is usually all that's necessary to put the clutch linkage back in working condition. Always carefully inspect the splines on the clutch release shaft assembly for damage, however. We aren't sure what's causing the broken levers, but have noticed that they have all been on Jettas equipped with self-adjusting clutch cables.

Samantha Norton
Milford Car Works
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HOOD RELEASE CABLE REPLACEMENT

Fishing a new hood release cable from the passenger compartment to the hood latch can be a frustrating experience. Use the following procedure to speed up the process:

- Cut off the end of the old cable just ahead of the release handle.
- Slip a piece of heat shrink wrap tubing over the old cable's cut end, then slip the other end over the hood latch end of the new cable.
- Heat the shrink wrap tubing until it fits tightly over both cable ends.
- Disconnect the old cable from the hood latch, then slowly pull the old cable forward.
- Keep pulling until you've fished the new cable into place. An assistant inside the car will keep the cables from tangling.

Mark Allen
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FLOPPY A/C VENTS



The air conditioning vents on Volkswagen Rabbits (and other cars too) can get loose and floppy over time. A loose vent can end up pointing at the floor or freezing your leg, instead of cooling the rest of the car as intended.

To correct this problem, remove the loose vent. Install two o-rings on each tab at the sides of the vent. The o-rings will put enough pressure on the vent housing to keep the louvers in position, while still allowing adjustment.

Sandy Walden
Import Service Center
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CLOGGED NISSAN EGR PASSAGES

Carbon deposits clogging the EGR passage on Nissan Sentra/Pulsar E15 and E16 engines can prevent proper EGR valve operation. A combination of carburetor cleaner, compressed air, thin screw drivers, small picks, a knurled screw starter, and a large dose of patience will usually reopen the passage.

To clean the EGR passage:

- Remove the EGR valve.
- Remove the intake manifold brake booster vacuum fitting near the alternator.
- With the vacuum fitting out of the way, also remove the pipe plug which is screwed into the intake manifold nearby.
- Working from both ends of the EGR passage, carefully scrape away the carbon deposits with screwdrivers, picks, compressed air and carburetor cleaner.
- Try driving a screwdriver from one end of the passage to the other. Be careful, the passage is about 0.030 inch at its narrowest point.
- Now carefully work the knurled end of a long magnetic screw starter into the passage to remove the rest of the carbon. The screw starter shaft should be about 0.25 inch thick and measure close to 0.30 inch at the knurled end.
- Work the screw starter back and forth while adding more carburetor cleaner until the passage is clear.
- Reinstall the parts, then re-check the EGR operation.

Editors' Note: Carbon buildup can also block the vacuum supply ports at the back of the intake manifold on E-15 and E-16 engines. Blocked ports or vacuum lines can affect the operation of the idle speed control system of the "chokeless carburetor" used on many of these engines.

Alex Potter
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"THE OLD RUBBER BAND TRICK"

It's pretty discouraging to wrestle a transmission back into place after a clutch replacement, only to find that the clutch release bearing or fork has somehow slipped out of position in the process. Nobody likes to chew their vegetables twice.

A simple rubber band can save you a lot of grief. Install the release bearing and fork, then wrap the rubber band two or three times around the transmission snout directly in front of the throw out bearing. The rubber band keeps the release bearing and fork where they belong during reinstallation, and is pushed safely out of the way the first time the clutch is operated.

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