

Tech Tips



Tech Tip winners are selected monthly by the editors of *Import Service* and the Beck/Arnley technical staff.

Authors of published *Tech Tips* will receive \$100 from Beck/Arnley. A cash prize of \$2500 will also be awarded to the entrant submitting the best *Tech Tip* of 2000. Use the attached *Tech Tip* card, or submit your *Tech Tips* online at www.gemini-comm.com.

Honda High-RPM Bog

On '83-'84 Hondas with side-draft carburetors (and on many other Hondas, too), if you find a high-speed power loss and the car sounds like the cat may be plugged, first check for a plugged air filter. At high speeds even a small displacement engine may pull a large amount of air through the system, and if the internal screen is blocked, the engine will bog.

Richard Acosta
Compact Car Repair
Reno, Nevada

Computer Assault!

Next time a car with its computer under the passenger seat comes in with a driveability problem, do yourself a favor and take a look at it early in your diagnosis. No doubt that's an excellent location for computers while cars are on the manufacturer's test track, but once they get in the real world such computers often encounter hot cocoa baths, trash avalanches and employment as a handy support base for knickknack shelves and speakers, complete with DIY-drilled mounting holes right through the computer.

Loren V. Kiner
Tune-Up Masters
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PS Flush Addendum



Installing a transparent filter in the return line of a power steering hydraulic system can not only catch any metallic debris circulating, but can also let you see it in time to take remedial action.

I'd like to add another hint to your article about flushing power steering systems with fresh fluid as preventive maintenance (February 2000 *Import Service*). When doing that, I usually replace the return hose as well because of inner deterioration (the hose material is usually far inferior to the pressure line), and I find a transparent inline fuel filter to put in that hose to pick up those small pieces of metal that would otherwise recirculate forever in the system.

Bill Adams
Bill's Auto Repair
Catonsville, Maryland

Doubtful Connection?

Rather than letting your trusty old points file gather dust, grind it down to the size of an electrical spade connector. Then grind the teeth off one side. Next time you wonder whether an electrical connection is clean or not, you can quickly touch up the lug with a few plunges of your newly reusable file.

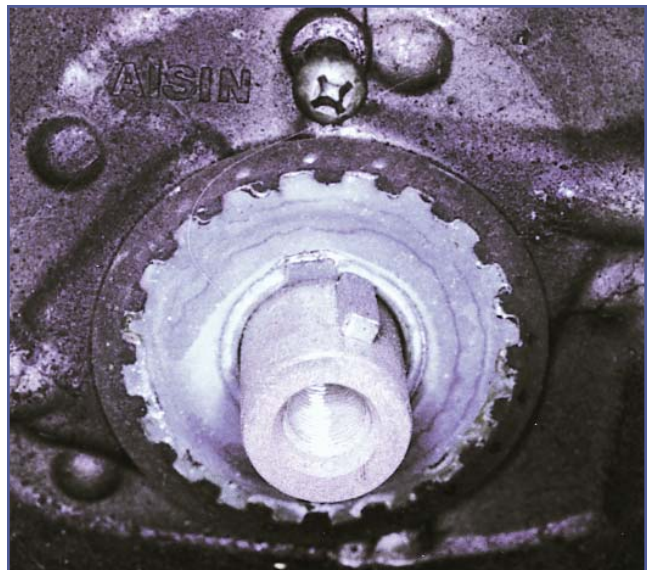
Lee Watkins
Sports Car Center
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Hidden A/C Restriction

A non-obvious problem I've run into several times with Toyota Camrys, a problem other cars probably also show, is that the low-side A/C hoses on R134a systems (with barrier walls on the inside) can delaminate internally, bunching up accordion-like or otherwise restricting refrigerant flow.

Brian P. Hendricks
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Shaft-Key Conundrums



Manufacturing convenience often leads enginemakers to cut the slots for crankshaft and camshaft sprockets in the #1 TDC position, providing a sometimes more convenient way to check sprocket alignment and valve timing.

Most crankshafts and camshafts seem to have their Woodruff key slot cut so it's upright when the engine is at TDC #1, though this is not an infallible rule. It does come in handy when checking timing belt installation, because sometimes a crank or cam key will shear. This is a very hard thing to spot unless you're specifically looking for it. The timing belt would then seem to be in the right configuration but really not be. By the way, I find a spot of super-glue works wonders for keeping Woodruff keys from disappearing during sprocket R&R.

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