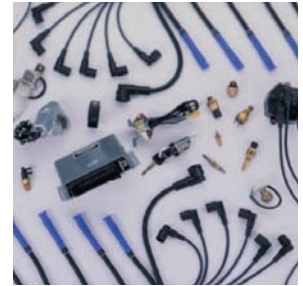


Tech Tips



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.

1999 Tech Tip Winner



We've used a lot of *Import Service* ink to extol the benefits of service training. James Halderman has been 'getting it done' as an automotive training instructor for many years, and we felt it was time to recognize his contributions to our industry. We first learned of Jim via the many useful tech tips he's submitted to *Import Service* since the magazine's 1987 inception. We published two more of Jim's tips during 1999, including his prize winner.

His automotive service experience includes working as a flat-rate dealership technician, a business owner and an instructor for over 20 years at Sinclair Community College in Dayton, Ohio. He has a Bachelor of Science Degree from Ohio Northern University and a Masters Degree in Education from Miami University (Oxford, Ohio). Jim is also certified in the following areas:

- ASE Master Automobile, Advanced Engine Performance (L1), Light Vehicle Alternate Fuel, Master Heavy Truck and Master Engine Machinist.
- Certified Instructor for General Motors, Ford, Chrysler, Nissan, and Ohio I/M 240.

Jim is the author of 10 automotive textbooks, and writes a weekly newspaper column for the Dayton, Ohio, *Daily News*. He is also an active member of the following organizations:

- Society of Automotive Engineers (SAE) (Member Grade),
- Service Technician Society (STS) (Charter Member),
- North American Council of Automotive Teachers (NACAT),
- International Automotive Technicians Network (iATN) (Supporting Member).

Jim and his wife, Michelle, live in Dayton, Ohio and have two children.

Congratulations Jim and thanks for generously sharing your knowledge with the readers of *Import Service*!



Tech Tip Correction!

Your tech tip from March, “Honda Oil Leak Alert,” was right, up to the point that the owner needs a short block. Honda has issued a bulletin covering this repair, short of major component replacement. If any of your readers find a customer with this problem, any Honda dealer can perform the warranty repair, normally in one working day.

Ray Fisher
Pottstown Honda
Pottstown, Pennsylvania

(Editor’s Note: Several Honda mechanics wrote us about this Honda policy. The Honda service bulletin describes a repair procedure that consists of removing everything down to the block, grinding out a groove along the crack and extending just beyond each end and then filling the area with a special Honda adhesive. This technique, the experienced Honda people tell us, actually works. Ray Fisher’s note was the first we received.)

No-Crank, No-Start Volkswagens

If you find a 1990s era Volkswagen with no-crank, a clicking A/C clutch and the shift indicator light staying in Drive regardless of where the shifter is, the first place to check is in the harness next to the battery. Open up the harness, repair the corroded and shorted wires, and your problem is solved.

Bob Casto
Belgrade Automotive
Roslindale, Massachusetts

Identifying Broken Valve Springs

It can be a challenge to check for broken valve springs on OHC engines, especially if the cam acts directly on bucket lifters that completely cover the valve springs. If you can’t see the spring, how can you be sure whether it’s broken? Rather than removing the cam and buckets to perform a visual valve spring inspection, try this first:

- If the timing belt is still attached, turn the crankshaft until the camshaft has allowed one of the valves to completely close. There should be no spring pressure on the bucket shim at this point.
- Grasp the lifter and attempt to turn it.
- If the valve spring is unbroken, the bucket lifter should turn easily.
- If the valve spring is broken, the broken pieces of spring will bind inside the lifter, making it difficult to turn by hand.

- If the bucket lifter turns freely, rotate the camshaft until another valve is closed, then try to turn its lifter.
- When (or if) you find the broken valve spring, remove the camshaft and bucket lifter, then replace the broken spring.

Jim Trook
Cannon Toyota
Scottsbluff, North Carolina

Heat from the Phone?



‘Fits-all’ plugs on radar detectors and cellular phone adapters may fit so loosely they dead short the power, zapping the A/C along with the fuse.

A quick check for a sudden loss of A/C on Nissan trucks from 1995 and up is to check the cigarette lighter fuse. The A/C shares this fuse, and we’ve found quite a few fuses that were blown when somebody used a lighter-adapter for a radar detector or a car phone. The cigarette lighter-adapters for these consumer electronics items frequently have a very vague fit that will allow a dead short if you don’t push them straight in.

Elliott Harvey
Harvey Foreign Car
Lakeland, Florida