

PRODUCT INFO

NEWS ABOUT CARQUEST ENGINE AND TEMPERATURE CONTROLS

A Better Honda Cap

On the OE version of JH-151 (for 1988-91 Honda Civic except 1988 CRX Canadian, and 1988-89 Acura Integra), there's an internal resistor which is part of the cap's brush. It's a long brush that has to find its way into the coil tower (the coil is under the cap on the distributor).



On these cars, there is very little clearance under the hood to remove and install the cap on the distributor. OE and aftermarket repair manuals instructed you to remove the whole distributor to get the cap off! Many installers did

not do this, and instead tried to angle and manipulate the cap onto the distributor. This often resulted in the brush breaking and causing high voltage arcing in the distributor. End result: a fried cap and coil.

CARQUEST E.C. improved on Honda's design. We removed the resistor from the brush, made the brush out of solid aluminum so it would not break, and molded the resistor into the plastic of the cap. (This is yet another case of CARQUEST E.C. being better than OE.)

MAF Sensor With Mounting Bosses

MF7866 is an Air Flow Meter, a.k.a. MAF sensor, that fits 1986-87 Buick Grand Nationals, and 1989 Pontiac Firebirds with the Buick turbo engine. (This part superseded MF7861.)

MF7866 has a pair of mounting bosses, to attach it to a stabilizing bracket. But last year we remanufactured a few MF7866's without the mounting bosses. Some technicians wondered whether it was the right part — it didn't attach to the bracket,



MF7866

and it didn't look like the old part that came off the vehicle.

Quick to respond, we once again began to remanufacture

MF7866's with the mounting bosses. So if you were one of the few who noticed and worried about the difference, it is no more.

Honda Caps with Gaskets

On many Hondas and Acuras, there's a rubber gasket that goes between the cap and the distributor itself. This gasket is necessary for proper fit, and sometimes the old one gets chewed up or lost when the cap is removed. So we're now adding this rubber gasket to those part numbers where OE includes it with the cap — JH-207, JH-214, JH-215 and JH-238.



OE doesn't always include the gasket with the cap; for those applications, the rubber gasket itself (part number JH-242) is available separately from CARQUEST parts stores. The caps without gaskets include JH-151, JH-157 and JH-185.



Deep Well Spark Plug Boots

Since 1991, Ford 4.6L V8 engines have had a severe ignition wire problem. The spark plug boots on these engines go deep into the head, and the original boots supplied by OE were subject to mysterious cases of voltage punch-through and dielectric breakdown. Ford originally equipped these engines with 3-piece boots; the center section was a phenolic tube, which caused such severe problems that it prompted a recall. Their engineers replaced it with an all-rubber design, but this led to other fit and performance problems. In fact, Ford changed their design seven times in four years; what you'd get from a Motorcraft distributor might be the latest design, and then again, it might not.



To solve this problem, CARQUEST E.C. designed, engineered and tooled up for an all-rubber deep-well spark plug boot that solved the dielectric problem completely. In fact, our design was so good that we adapted it to 23 different boots, affecting 50 different applications in our wire set line — applications ranging from imported 4-cylinder “roller skates” to V8-powered police cruisers, heavy-duty trucks and massive SUVs.

We've been manufacturing these all-rubber boots for the most popular wire sets since April 1999, and expect to have our project completed by the end of 2000.

“Do We Have It?”

Having updated application coverage is paramount to making and keeping aftermarket sales. Coverage is a very important facet of our business, and CARQUEST E.C. is always working to have parts for this year's vehicles.



Each time a car factory introduces or updates parts for a new car model, we ask ourselves, “Do we already have the parts?” For example, the new 2001 Oldsmobile Aurora with the 3.5L vin code H engine (better known as the “Shortstar” for its derivation from the Cadillac Northstar system) uses a V243 PCV valve, a part which many jobbers and dealers are already stocking. By simply adding this vehicle to the existing applications for V243, we've extended the jobber's and the dealer's coverage without any additional investment. We strive to be the best in vehicle coverage and product breadth in the aftermarket.

Diesel Injectors

Light trucks have always been popular in many areas of the country. Today, many former car owners are switching over to pick-ups and sport utility vehicles because of their off-road ability and durability. All three domestic carmakers now offer diesel-powered engines in many of their light truck offerings, and diesel has become a popular engine option with many consumers.



More...

FJ173

But diesel engines have long been the staple of many fleet service trucks in many areas. Fuel quality is a very important ingredient to a good running diesel engine. Consequently, you might receive a request for fuel injectors from your service dealers or fleet customers.

CARQUEST E.C. has diesel injectors available for all “Big 3” Domestic trucks. They’re listed in the fuel injection sections of the respective catalog sections in the Application Guide. For GM Light Truck, coverage extends right up to the 2000 model year. The original equipment numbers are listed in the catalog section, and should be verified with the original injectors for the correct replacement.

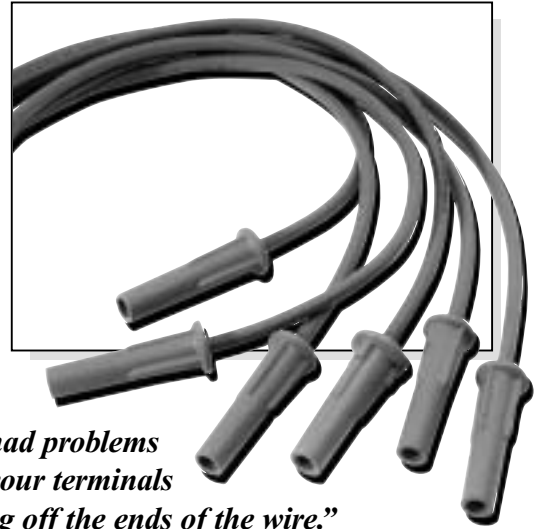
Miracle in a Bottle

This tiny bottle of contact-enhancing liquid is truly amazing — you won’t believe what it does until you’ve actually used it. Sold under the part number SL-5, it instantly and permanently cures contact-resistance problems, on all connections from low-power sensor and computer modules through high-amperage lighting and starting circuits. A little SL-5 goes a very long way - most connections need only one drop per contact, and the treatment lasts for the life of the vehicle.

SL-5 starts out as electrically non-conductive, but becomes conductive in the presence of the small electric field-gradients found in connectors. But this “smart” contact enhancer won’t cause leakage currents between adjacent contacts within a multi-pin connector. It’s a huge improvement over most other contact cleaners — it not only removes the visible corrosion, but restores corroded electrical contacts to like-new performance. Expensive, but worth it.



FAQ's on W&C



“I’ve had problems with your terminals pulling off the ends of the wire.”

To prevent this from happening, we’ve pushed the wire deeper into the terminal barrel, providing more area for the terminal to grip the wire, and we tightened the terminal crimp itself to grip the wire more tightly. Our average terminal pull-off value is almost triple the SAE specification (20 lbs. heated at 90°C).

“Some brands of wire crack and get brittle over time. I can’t take the wires off to replace plugs, for fear of destroying the wires.”

High temperatures cause cracking and brittleness. Silicone is the best jacket since it resists high engine temperatures. OE manufacturers use silicone jackets, and all CARQUEST Premium sets are made with a silicone exterior jacket.

“The boots stick to the spark plugs when I try to remove them.”

We include a packet of Teflon grease with all CARQUEST Premium silicone-boot wire sets. The grease keeps the boot from sticking to the plug. Only a small amount is required, to coat the lip of the boot where it comes in contact with the spark plug.

**REMANUFACTURED
ELECTRONICS**

WE OFFER THE MOST COMPLETE COVERAGE IN THE INDUSTRY!

You can look up a part by application and/or OE number. Most popular items are stocked by your local Distributor. If an item has an asterisk (*) next to it, it is a Critical Core item.

We supply or rebuild almost any ECM.



The Mass Airflow Sensor (MAF) is a device that measures the rate of airflow through the throttle body. The MAF sensor output changes depending on the airflow rate. This signal is used by the PCM primarily for fuel control.



Cruise Control Modules & Servos are designed to maintain a constant vehicle speed under all driving conditions.



Electronic Dashboards can be both digital and analog. They function in a similar manner to mechanical dashboards but operate electronically.



ABS Computers are programmed to compensate for wheel lock-up by modulating the braking action.



Body Control Computers are programmed to manage and control several devices such as theft deterrent, lighting, climate control, intermittent wipers and vehicle mileage.



Engine Control Computers also known as Powertrain Control (PCM) and Vehicle Control Modules (VCM) maintain proper engine operation to provide better fuel economy, lower emission levels and better engine performance.



Air Bag Computers are designed to control the inflation of a safety bag in the event of a major collision.



Ride Control Computers are programmed to modify the suspension characteristics of the vehicle to compensate for road and driving conditions.



Climate Control Computers are designed to manage the heating, ventilation and air conditioning of the vehicle. They are also used as an interface with the Body Computer.

Call Toll-Free Order Line:

US: (888) 826-2719 Canada: (905) 669-4812



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