

PRODUCT INFO

NEWS ABOUT CARQUEST ENGINE AND TEMPERATURE CONTROLS

“Man Bites Dog,” That’s News

Eddie Evans, owner of Evans Automotive in Metairie, LA, sent an email to members of IATN, which read in part: “Ford techs, HELP, I need info on an injector for this vehicle. The OE Inj.#E7EE-CA Bosch #0280150604 is replaced by Motorcraft #CM4898, Ford #F7CZ9F593CA. The problem is that the replacement injector is approximately 1/4" longer than the original and will not seat into the housing. I have reordered the injector to see if it was boxed wrong but have the same problem. Also double checked cross reference # and still no luck. HELP!!!”

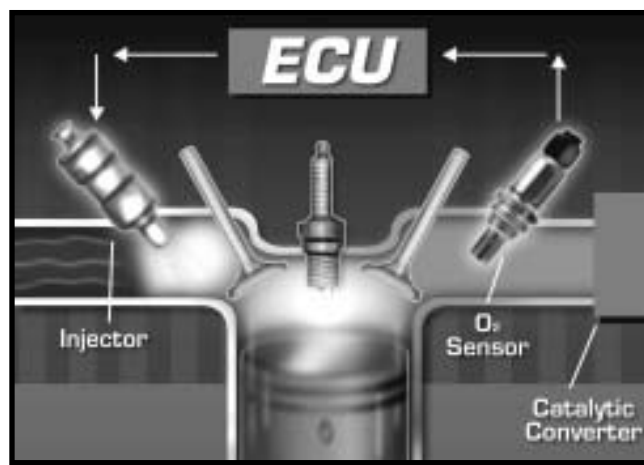


Mr. Evans later wrote, “Well, the fix for this one was a different scenario than most. More often factory parts are the best way to go but in this instance an aftermarket part did the trick. Apparently Motorcraft has the wrong part listed in their catalog and cross reference applications for this vehicle.”

Joe Figurelli, our Product Manager for fuel and emission products, commented: “we are modeling our version off the original style part, not the later style Bosch replacements. Our part looks more like the part that comes out of the car originally. The new style Ford part does work, but it’s apparently a little trickier to install. If the customer were to go to Ford, they’d likely get the newer Bosch replacements (as this guy must have) unless the dealer has old stock on the original style part. We have seen similar issues with Bosch on how they’ve changed Chrysler injectors that they supply too.”

No Oil Bath for Oxygen Sensors

Automotive oxygen sensors and oil don’t mix. Engine oil that migrates into the interior of the sensor will cause the sensor output to invert (go negative). The sensor indicates rich when the engine is lean and lean when the engine is rich. Needless to say, this is trouble.



Oil contamination is one of the leading causes of oxygen sensor failure on returned parts. This contamination typically occurs on the sensing element by plugging up the outer electrode. Oil is also found in the wire harness, where it is sucked right through the vehicle harness.

Please check all removed sensors for oil contamination before replacing the sensor. How do you tell? First, if the outside of the sensor and harness are covered in oil, there is a good chance it has this problem. If there is no obvious external evidence, check inside the plug closely. If there is an oil film, peel the black rubber boot back off the sensor housing. If it slides back easily, it is a bad sign. Look at the insulator under the boot. See any oil? Another bad sign. Sniff the open top of the housing. If it smells burned, that’s oil for sure.



Oil contamination will take out any sensor — O.E.M. or CARQUEST Engine Controls. You must repair the root cause of the oil contamination as part of your repair job, otherwise the problem will continue to exist.

Don't Forget to Flush!

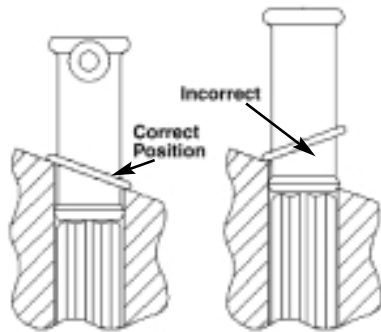
The Cliplight Flushworks flush machine helps keep your customers cool, with a clean air conditioning system. Powered completely by compressed air, this easy-to-use machine leaves air conditioning components clean and dry, and helps prevent repeat repairs due to system contamination.



The Cliplight Flushworks only requires a single hookup to the inlet and outlet port of the component being flushed. The unit features a quality self-lubricating pneumatic motor and pump and a self-purging air dryer, for years of reliable service with minimal maintenance. The entire unit comes with a one-year limited warranty. A complete Starter Pack (flush machine plus fitting assortment and 6 gallons of flush) is available: 402FJP (CLP).

Problem with Ford OE Boot

The current Ford OE spark plug wire boot (for 4.6L V8 engines since 1992) has an installation problem. The angled dust seal mates with the top of the cylinder head, and installation on one bank of cylinders requires that the technician rotate the boot 180° before installation. Ford even includes an installation instruction sheet in the box.



The CARQUEST Premium boot for this application avoids this problem, and does not require rotation to fit correctly.

Transmission Control Module (TCM)

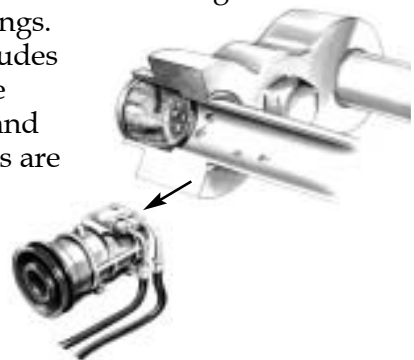
CARQUEST EC has expanded their line of Transmission Control modules to include 7 new domestic and import modules. In total, the coverage extends to all domestic makes and popular imports including Honda/Acura, Hyundai, Mitsubishi and Volkswagen.

The transmission control module monitors and controls the operation of the electro-mechanical components of the modern automatic transmission. The unit uses information it receives from external sensors and from the engine control module (ECM) to better determine the correct shift strategy. Today, these modules have become a common component in a modern transmission either as a stand-alone unit (TCM) or integrated with the PCM.



Protect Your Compressor Now, or Replace it Later

The A/C Compressor Guard suction screen traps debris before it can harm the compressor, and doesn't create any additional leak points. The kit contains a special tool that seats the screen into the manifold, without hose cutting or additional fittings. Each kit also includes four each of three sizes of screens, and additional screens are available from CARQUEST distributors.



“Sure, We’ve Got It!”

Having updated application coverage is paramount to making and keeping aftermarket sales. Coverage is a very important facet of our business, and CARQUEST 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 2001 Pontiac Aztec with the 3.4 vin code E engine (a new GM vehicle) uses some existing CARQUEST parts:

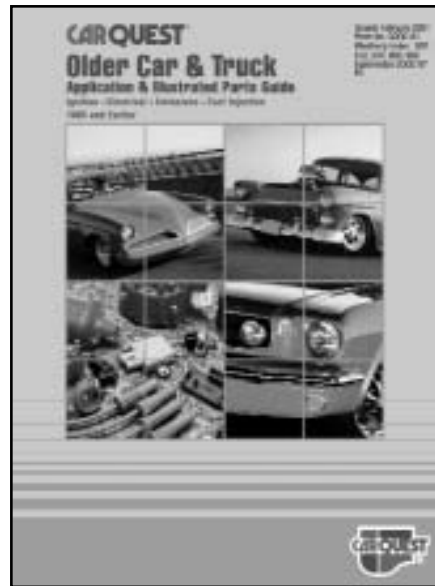
- The oil pressure switch is PS-280.
- The PCV valve is V243.

Additional coverage highlights:

- 2001 GM Trucks, using the 6 and 8 cylinder Vortec engines, use V173 as the PCV valve.
- FJ224, a fuel injector already on most jobber shelves, extends to model year 2001 on the 4.3 liter 6 cylinder vin code W engine in the GM Truck line.
- PR203, a pressure regulator, also fits 2001 GM trucks, both 6 & 8 Cylinder.

These and other examples of 2001 coverage will be shown in our upcoming Engine Controls Application Guide, due later this spring.

Coverage for Older Cars



CARQUEST has just come out with a completely overhauled Older Car catalog. The catalog now lists applications through 1985, and in many areas our coverage extends back to the 20’s and 30’s.

Our catalog personnel, many with years of automotive and counter experience, have taken great pains to research and cover some older applications. This is a relief to old car enthusiasts, who might otherwise have to comb through magazines and swap meets for common parts that might be readily available at their local auto parts store. Always ask the counterperson to check our Older Car book before saying “no” on an old application.

GM OBDII Oxygen Sensor

SG450 is a universal oxygen sensor that fits many late-model GM cars with OBDII. The sensor has four leads – power, signal to the ECM, and a dual ground. The SG450’s leads are terminated in crimpable connectors, and each of the connectors also has a length of heat-shrink tubing. With a universal oxygen sensor, the repair technician re-uses the connector and wire from the old sensor.



Ride and Suspension Control Modules

CARQUEST EC's line of remanufactured Ride and Suspension control modules has been expanded to include 90 to 94 Cadillac and 87-97 Ford, Lincoln and Mercury models.

The Ride and Suspension control module maintains the vehicle at a preset height during driving conditions. The system uses information transmitted from height sensors or through the vehicle data network to adjust the suspension to provide a soft ride during normal driving and a firm ride during hard braking, acceleration or cornering. These systems are typically found on higher-end luxury cars, but are slowly beginning to appear on popular domestic vehicles.



<p>These products are remanufactured to O.E. specifications:</p>			<p>TRANSMISSION CONTROL MODULES</p>	<p>FUEL DATA CENTER/ TRIP COMPUTERS</p>	<p>VEHICLE AIRBAG/POWER SUPPLY MODULES</p>
<p>FORD OBD II ENGINE CONTROL MODULES</p>	<p>CHRYSLER OBD II ENGINE CONTROL MODULES</p>	<p>GM OBD II ENGINE CONTROL MODULES</p>	<p>PROGRAMMERS</p>	<p>INSTRUMENT CLUSTERS</p>	<p>CLIMATE CONTROL MODULES</p>
<p>FORD RELAY MODULES</p>	<p>CHRYSLER ELECTRONIC SPARK ADVANCE MODULES</p>	<p>RIDE AND SUSPENSION CONTROL UNITS</p>	<p>CRUISE CONTROL SERVOS</p>	<p>ABS MODULES</p>	<p>BODY CONTROL MODULES</p>
<p>FORD EEC III/IV ENGINE CONTROL MODULES</p>	<p>GM ENGINE CONTROL MODULES</p>	<p>IMPORT ENGINE CONTROL MODULES</p>	<p>MASS AND VANE AIRFLOW SENSORS</p>	<p>To order any of these quality products, contact your nearest CARQUEST jobber.</p>	
<p>CHRYSLER SMEC / SBEC MODULES</p>	<p>GM PROM CHIPS</p>	<p>CRUISE CONTROL MODULES</p>	<p>For more information, visit us at www.carquest.com</p>		