

What looks complex could be **simple to fix**

There are many things that can cause a car to run poorly. Some are hard to diagnose and expensive to repair. Michael Breen of J&M Breen Distributors explains how some repairs, once properly diagnosed, could have a simple, easy solution.

A dealer had taken a car in on trade, a 2009 Toyota Avensis D4D with only 90,000 kilometres on it. During a 40 kilometre drive, he soon discovered that the car had a significant problem that would have to be repaired before he could sell it on. The car was not running smoothly, it was unresponsive and the exhaust was dirty at times. Without knowing the exact history of the car, thoughts of expensive repairs loomed in his head.

The car was brought into the garage and after a few basic checks and inspections, the problem was identified. Fortunately enough in this case, the cause was an accumulation of sludge, varnish and soot in the air induction system that had accumulated to such an extent, that it had began to interfere with the operation of the throttle plate and EGR valve.

This can be the result of many things, but the leading causes are: longer than recommended service intervals, being limited to city driving only and inferior/improper oil for the application. The long service intervals and improper oil are becoming more

common with car owners trying to save money whenever and wherever they can, but it is, of course, a false economy in the long term. Extensive city driving is a fact of life for many drivers in Ireland, and as a garage, you can make many aware of the need to have their air intakes cleaned before they become clogged and rob them of performance and fuel economy.

The process of cleaning the air intake is simple and straight-forward, and no special tools are required. All a mechanic has to do is to open the air induction system somewhere behind the air filter and spray the cleaner into the induction air while the engine is running. The spray is used in short bursts, while keeping the engine speed steady at around 2,000 RPM's. A typical treatment only requires half of a spray can, so one can will treat two cars. Be prepared for and don't be alarmed by a large amount of fumes and soot from the exhaust while using the cleaner, all of the accumulated grime has to go somewhere.

Improvements in badly clogged engines will be noticeable immediately. In the case of the

Avensis that was driving so poorly, it was cured. The car was responsive and ran clean and was ready for resale. What had started as a potential costly situation had been resolved quickly and economically.

The photographs below show typical results that can be expected after a single treatment.

The "before" photo may be similar to what many diesel cars that are brought to you for servicing may look like. If you do find a customer's car that looks plugged up, I can't imagine many car owners deciding not to have this problem sorted out, thereby saving money on every tank of diesel.



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This car was running poorly. The accumulated sludge, varnish and soot obviously would be causing problems.



The same car after a single cleaning treatment. The result: a smoother running engine.