

Clogging causes sputter

Many a car has had an unneeded tune-up because the engine constantly sputtered and stalled. It's doubly frustrating when the condition continues after the time, effort and money have been spent on a tune-up to correct the condition. In many cases, the culprit is a clogged fuel filter.

It's amazing how many times this simple problem is overlooked, even by the experts. Fuel filters come in both in-line and sediment bowl types. The in-line fuel filter is usually in the fuel line near the fuel pump housing. It's not easily cleaned and should be replaced. The cost is nominal.

The sediment bowl type is found on older cars and can be cleaned and returned to duty.

One clue that you have a fuel filter problem is if you ran very low on your last tank or two of gasoline. If you ran the gasoline gauge past "E," and now your engine is suddenly sputtering, you may have sucked accumulated gunk from the bottom of the gasoline tank into the fuel line.

As it is designed to do, the fuel filter prevented that gunk from entering the engine. But, like any other filter, the fuel filter can become clogged. The best solution on newer cars is replacement of the filter.

You may want to cut a heavy-duty filter into the fuel line ahead of the standard fuel filter. Heavy-duty filters will handle a lot more gunk before they become clogged. The heavy-duty filter is larger than the standard fuel filter and so contains a larger filter element.

Still another solution to the puttering and stalling problem might be the simple lubrication of the butterfly valve in the top of the carburetor air horn. If this is the cause of your engine problem, you'll usually see dark smoke coming from the exhaust pipe at low speeds or when the car is idling.

Place a little light oil at the ends of the cross shaft, and it should free up and operate properly.

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[illegible][illegible]

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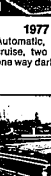


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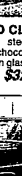
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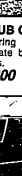
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