



Fuego Turbo

The turbocharged 1982 Renault Fuego service outlets performance with fuel economy, according to Renault and American Motors. Its EPA is 26 miles per gallon in

the city and 39 on the highway. The Fuego and Fuego Turbo models went on sale last month.

Seeing red on the dashboard doesn't mean it's time to panic

A red light on the instrument panel means your engine has a message for you, but it's not a signal to panic.

"In most cases, a driver should be able to reach a service outlet without serious damage to the car," says Thomas J. Carr, manager of safety engineering for the Motor Vehicle Manufacturers Association (MVMA). "The exception may be the oil warning."

Carr comments on what a red light is trying to tell you and what you should do about it.

• **Oil:** Pressure is down, which could mean you need to add oil. Check the dipstick. If it reads "full," listen to your engine. A noisy engine could be asking for a new oil pump. If the engine runs quietly, the trouble is likely in the sending unit. As long as the engine isn't noisy, the problem probably is not critical. But unless you fix it, you will never know when the pressure is low.

• **Temperature:** Indicates engine is running hot. Check the radiator reservoir or the radiator itself by removing the cap carefully when it's hot to see if the coolant level is down. Also, inspect for leaks in the radiator cover, heater hoses and radiator hoses.

If all of these inspections pass, the thermostat could be stuck in a closed position. Other temperature trouble sources include damaged or missing fan belt; ignition timing too advanced or retarded. Usually can be identified by hard cranking when the engine is hot. You are cranking against an engine that is trying to fire blocked or restricted exhaust system, probably caused by a smashed exhaust or tail pipe. (The blockage increases back-pressure into the engine and causes it to overheat.)

Also radiator air flow blockage. Look for leaves or shreds of paper or debris on the face of the radiator. Use a high-pressure garden hose from the engine side to flush it out.

• **Alternator:** Keep the engine running. The red light is reporting that the device is not charging the battery. It does not mean you are causing any permanent damage to the electrical system except possibly to the battery. Carr says you could probably drive 50 miles on a fully charged battery in an emergency. He advises that you avoid using the air conditioner, radio, rear defogger or any other unit feeding electricity off the battery. If it's dark and you need lights, the 50-mile distance may be too far.

Do not shut off the engine until you get to the repair shop. You may be able to restart it if the battery is run down.

If the alternator light glows when the key is "off," it indicates an internal malfunction. You are in need of repair or a new alternator.

• **Brake:** Indicates a loss of pressure in one half of the hydraulic system a rupture in the brake line, wheel cylinder or caliper. Failure usually is limited to two wheels because all cars are equipped with a split braking system. Find a safe spot to check braking capability. Drive very slowly in making the check. If there is no braking, coast to a stop. Call a mechanic.

876 Oldsmobile

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878 Plymouth

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880 Pontiac

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884 Volkswagen

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872 Lincoln

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