

UNDER THE HOOD

WITH THE MOTOR MEDICS

Dear Motor Medics,

I am writing to thank you. While on vacation far from home I had a problem with my 2004 Ford Taurus. We were just north of St. Joseph, Missouri at a rest stop. I listen to the show each week back home in Fargo, North Dakota and have emailed several times. Each time I have emailed you, I got a response within a few minutes so I emailed my problem to you and within ten minutes Russ responded with the correct advice that saved our trip. You asked if my fuel pump could be heard when I turned on the key and if not, try to pound on the center of the tank while someone cranked it. Your advice worked! The car started and I drove another 300 miles to my destination and had the pump replaced. Thank you so much for your help. I will tell everyone about your show.

Richard Franklin, Fargo, ND.
Listening on WZFG

Dear Motor Medics,

I have a 1992 F-150 4x4 extended cab with a 6 cylinder 300 engine in it and manual transmission. The problem I am having is to start the engine I have to push as hard as I can

on the clutch to get the starter to engage. I have had it in the shop and they replaced the clutch pedal switch but it did not make any difference. They told me that the clutch pedal bracket and shaft might be worn and that is the reason I have to push the clutch pedal so far to the floor. What are my options for getting this repaired?

Thank you, Gene in Sioux Falls

Thank you for listening to the show Gene. You are not alone in you problem with your Ford, or for that matter many other brands as well. Most clutch pedals have interlock on them to prevent the vehicle from starting without the clutch disengaged. Sometimes as the switches age they will not close when needed and it will get harder to start the vehicle. The problem can be fixed in a couple of ways. First they will need to visually inspect the switch for breakage and replace if any is found. Second, inspect the mounting bracket and switch adjustment. If the switch is out of adjustment or the bracket is slightly bent then a simple tweaking of the part may solve the problem.

Take care, Russ.

Dear Motor Medics,

I have a 2004 Ford Excursion with a Powerstroke diesel that won't direct the air anywhere but to the window defroster, no panel or floor. Also, the passenger side does not defrost well. Is this a blown-out fuse problem? I don't have an owner's manual, so I don't know what fuse to look for.

Thank you, Ron in Sioux Falls

Thank you for listening to the show Ron. Ford Powerstroke diesel powered trucks share one thing in common. They all have a small electric vacume pump located on the passenger side inner fender area that supplies vacume to the hvac system. These pumps will fail and cause this exact problem. First check for power with the ignition on at the pump motor, it should have both power and ground with the motor plugged in. If it does but the pump does not run then the pump is bad. If it does not the fuse may be blown and if so it was likely a bad pump that caused the fuse failure.

Take care, Russ.

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Advice given by the Motor Medics is for use as a guide to repair. Always check with your favorite repair shop for verification. The motor medics have been operating a repair shop and answering questions on the air for 19 years. Russ is an ASE Master Certified Technician with extensive dealer and aftermarket training. Shannon is an ASE Certified Parts Specialist with more than 30 years in the automotive world. You can ask a question of The Motor Medics by going to help@underthehoodshow.com we will answer your question on line and you may see it appear in this publication. The Under The Hood Show can be heard each week on local stations with coverage reaching seven states and on www.underthehoodshow.com. Go to Underthehoodshow.com to find one near you. TMM

