



911SC won't run

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Todd

I infer from what you say that you can't keep the engine running with the throttle. In other words, you can't get a high idle with the throttle, or maybe can't keep it running at any RPM at all with the throttle (though you can if you fool the air sensor plate by pushing it to simulate air flow).

That sounds like a really big leak to me too - little or no air is flowing past the sensor because it is easier for it to get into the cylinders some other way, so the plate doesn't lift at all and no fuel flows to the injectors. So I wouldn't start looking at small vacuum lines - I'd start with the biggies.

Place one to look would be the popoff valve if you have one. But if it was stuck open you'd have seen that when you removed the air filter to push the sensor up. You might wiggle it just in case, to see if it has come loose.

Place two to look would be the boot between the sensor part and the throttle body. That is the largest single opening. These can crack or the clamps can come off. Or one or both of the tubes which plug into the boot may have pulled out. Plus it's fairly easy to do: loosen clamps, remove, inspect. If it is cracked, duct tape works just fine as a temporary repair while you round up a new one.

With the boot off use a mirror as needed to check the large bore lines: the line to the oil tank and the line (which splits) to the two gizmos on the right side of the engine, especially to see if one has become detached. I am a bit skeptical of these being the problem, though. Consider what happens when you remove the oil tank cap on these cars: the idle changes. Removing the cap is pretty much the same as removing the breather hose entirely, and that doesn't usually stall the engine. The lines to the idle air valve and decel valve are about the same size, too. But best to check.

You'll want to give as much of a visual inspection as you can to the air box, on the off chance that a substantial part of it actually blew out.

And you'll want to inspect and poke at the six boots connecting the runners to the airbox. From your severe symptoms I'd not suspect that one which is just a bit loose would be the culprit, but you never know, and since you can't get the engine to keep running the usual checks (some propane/ether/carb cleaner applied through a tube at likely spots to see if the idle picks up).

If you can keep it running with the finger on plate method, you might use your other

hand to advance the throttle. If nothing much happens, that might suggest that the leak is downstream from the throttle. If the speed picks up that might indicate that the leak is between the throttle and the sensor plate. For that matter, if you can manually keep it running maybe you can prop a piece of wood or something in there so you can get it to idle on its own while you chase leaks in a more conventional way.

So my guess for the jackpot is a big hole, which you can find through inspection. Let us all know what caused it when you find and fix.

Good luck

Walt Fricke