



Using the Wrong Vacuum Port Can Limit Cleaner Atomization; May Damage Engine

COMPLAINT: Engine or catalytic converter damage after a fuel system service.

Applies to these vehicles:

Nissan 1.6L
Altima 2.4L
Ford 7.5L
Buick 3.8L

CAUSE: Improper vacuum port used during the intake cleaning procedure. The port doesn't allow the cleaner to reach all of the cylinders, and doesn't provide time for the cleaner to atomize properly, so it puddles in the intake and can cause a backfire.

CORRECTION: Follow these procedures when performing an intake service.

Always choose a vacuum port as close to the throttle plate as possible. This is critical; using a port too far down the intake rail will direct the cleaner away from some cylinders, and oversaturate only a few cylinders.

Always make sure the engine is at normal operating temperature during the intake cleaning service. This helps atomize the cleaner properly before it reaches the combustion chamber.

Always raise engine speed to between 1500 and 1800 RPM during the intake service.

Always set the service valve to deliver the cleaner slowly; the complete service should take about 9 to 12 minutes

Always let the engine run for two to three minutes after all the cleaner has run through the intake, to make sure any leftover cleaner has burnt away.