

# BORADORI

## AUTOMOTIVE SINCE 1948

**"Keeping up with Technology for another 50 Years"**

# Here comes Summer....

....and that means it WILL be **HOT!!!** Heat can put a lot of extra strain on your vehicle's cooling system. Hoses and belts that work fine with air temperatures in the 80's can suddenly give up or burst when the temperature gets past 100.

It is not uncommon for under hood temps to be well over 250 degrees on a hot summer day. We have measured a little over 300 degrees under the hood after a car has been parked and idling with the A/C on. Now that is **HOT!**

What is amazing is how long the rubber parts do

hold up. Most cooling system hoses are very dependable for 10 years or 100,000 miles. After that the dependability factor drops fast. The older they get, the more likely a hose will fail. Predicting a hose failure by just "looking" at the hoses is near impossible because the wear is on the inside. The vast majority of major engine failures are due to overheating from coolant loss.

Failing to flush and replace the coolant is another big problem. Most manufacturers

have extended their "recommended" service intervals for coolant service. We have been seeing a lot of corrosion damage long before the recommended factory service date. This kind of damage is very hard to see, until it is too late and it has already caused a leak.

Bottom line....with the hot summer driving season coming up it's time to have some of these important things checked out. Checking and changing your oil is important, but your cooling system is just as critical.



**"Free local Shuttle Service"**



1957



2007

## Time to get you're A/C system checked

That really **HOT** weather will be here before you know it. The time to check out your A/C system is before the 90 degree plus days are here, not after. There are always some people that don't think 90 degrees is very hot ,but

when it is 100 degrees, you want your A/C to work. We can get pretty busy during the summer months. So, please plan ahead to get the A/C system checked before those temperatures get uncomfortable. It can be

upsetting to our customers if we have to tell them we can't fit you in for three or four days. Therefore, be the early bird who gets to be cooler quicker. Or better yet, have the A/C checked when other services are being done.

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## My car runs perfect, so why is the “Check Engine” light on?

Since we deal with these every day (sometimes 5 or 6 times a day) we forget that it isn't common knowledge.

You do not have to “panic” as soon as the light comes on. But, you do need to find out WHY it is on. We will do a computer scan test for you for FREE. I know not much is free these days, but this test is. The hard part to predict is what the computer will tell us. There are hundreds of reasons for the light to come on and sometimes there are two or three different causes for each reason.

So, getting back to the main question.....**the car runs perfect, so why is the check engine light on?** The answer depends on what we find after we do the computer scan test. The vast

majority of reasons the light comes on are emissions related. These problems usually do not affect the way the engine runs, but it could have a big effect on the tail pipe emissions. That is why the government mandated the warning light system starting on all 1989 cars and trucks and got a lot more complicated in 1996 with even more mandates.

While I'm writing this we just fixed a Saturn whose check engine light was on for the last 9 months. After calling the dealer, the customer was told it could be several hundreds of dollars, but they could not be sure until after it was tested. The fear of the unknown caused the customer to put off the repair since it “seemed” to run normal. When it came

time to have the car smog checked for registration renewal, there was no more choice. It turned out the repair was just a simple wire connection problem and the total cost for the repair was less than \$50. They wasted more in fuel cost because the problem made the engine use much more than normal. Since it was driven mostly around town the customer didn't notice the drop in the fuel economy.

Don't be afraid to ask “WHY”? That's why we have two very competent managers on our front counter. Bill or Simon will take whatever time is needed so you understand what needs to be done and why. These guys just love to talk. Tee! Hee!

## Why is it so hard to get my Problem Fixed?

As a repair shop that is known for our ability to fix the unfixable, everyone's worst nightmare is the “intermittent” problem.

In a typical case the customer feels it happens all the time, ie.. “I drive to Paradise and on the way back it does this @#\$%, why won't it do it for you? It did the same thing last week”. I wish I had a dime for every time we hear this. I would be a millionaire. In our need to pinpoint a problem with 100% accuracy, we need the problem to happen more than once or twice a day to diagnose it properly. Even with all the expensive test equipment we have and the vast diagnostic data at our disposal, we still run into those cases where things just don't add up to anything definitive.

We may have to ask questions that seem irrelevant to you but could help us to pinpoint your problem. Does it happen within the first couple minutes of starting in the morning? Or...Maybe only after trying to restart after it was shut off? Or...Maybe happens just on right turns or while stopping? Any information like this helps us solve the problem in a more timely fashion..

When we diagnose a problem our goal is to be able to call you back with THE answer needed to fix your problem. You do not want to hear “Maybe?”, or “We have to replace this known bad part first before we are sure.” You do not want to hear it any more than we want to say it.

Problem is, even with the new electronic, computer controlled systems, it does happen sometimes.

Occasionally, we get a car in for a problem that just will not cooperate. We may have to keep it for several days. Drive it 30, 40 or 50 miles and we still might not be able to duplicate the customer's complaint. This can be very frustrating for all of us. You can bet Murphy's law will insure it will happen for the customer when he takes it, ..... within the first miles driven out of the shop. Go figure! Sooner or later we get to the test results needed to make the proper diagnosis.

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## New Hybrid Cars, and Trucks Coming

Most people have heard quite a bit about “HYBRIDS”. Just about every manufacturer is either building one now or will soon introduce a model. Most will not look much different than the “normal” cars and trucks look now. Toyota wanted the Prius to look different so it would stand out, and it did. There will be more small, and medium sized trucks, vans and SUV’s Hybrids coming, with even larger Hybrid cars coming along in the near future.

Some of the units coming down the line have many me-

chanical updates that make them very different than first generation systems that we have now. I won’t bore you with the technicalities but like most all mechanical things, the engineers have learned a lot since the first designs have been out in the real world. From what I have read, it looks like there are some very interesting new technical ideas coming very soon. Time will tell which ones will be the best and most useful. Isn’t it amazing how competition works.

The new systems being de-

veloped now will work well with much larger and heavier applications. This means we will start seeing Hybrids that are more practical for family use. Let’s face it, it’s kind of difficult to pack 2 kids, the dog and suitcases for everyone in a Prius to drive to Grandma’s house or down to Magic Mountain in comfort.

Whatever comes out, we will be ready to service them and keep them on the road. We pride ourselves in keeping up with all the changes and look at new technologies as just another challenge.

## Have you read your owners manual? And other Tidbits

I know, its boooooooring, kind of like reading the book that comes with your computer or software. So, you say, “Just let me drive it. I will figure it out”. I’m sure you all know the basics, gas pedal on the right, brake pedal on the left. But, if you read the manual, you may find out some little tidbits that you did not know about your car.

Did you know a lot of Ford models have adjustable gas and brake pedals? You can raise or lower the whole assembly to what ever is comfortable. Aha!

We find a lot of customers do not know most manufacturers recommend taking an automatic transmission out of overdrive when going up or down long hills. It’s in the manual. It is doubly important on trucks and SUV’s that are loaded or pulling a trailer. This will help the life of your transmission and also help your brakes. If left in over-

drive the transmission will automatically go in and out of overdrive by itself. This up and down shifting depends on the load and throttle position and in hilly driving cases ends up shifting much more often than is really necessary. Going down long hills puts more load on the brakes because there is no hold back while in overdrive. When the transmission is out of overdrive the engine can help the vehicle slow down, saving some brake usage. Guess What! This info is in the manual.

One other misunderstood item...warming up the engine on cold mornings. FORGET IT! Not necessary anymore. All cars for the last 15 years are fuel injected and computer controlled. If the car is running right there is no need to let it “warm up”. You are just wasting gas and polluting the air needlessly. That doesn’t mean floor it pulling away from the house, just use a light throttle for the first mile or

so and after that, just drive normal. Even if you have to drive 60 mph 2 blocks from the house, it will not damage anything.

Last, but not least, the maintenance schedule. This is by far the hardest to understand. Not just for you, but also us. Some manufacturers have as many as three different schedules, depending on how and where the car is driven. A lot of times the owners manual will say one thing but the factory service manual they put out for technicians says something else. What they call “severe” driving is really more like normal driving. This is the schedule you want to follow.

If you have any questions about anything you don’t understand, just give us a call, or stop by, we will be glad to help.

Don’t forget, Bill and Simon just love to talk!!!



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“Return Service Requested”

*“Keeping up with Technology for another 50 Years”*

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## “FREE LOCAL SHUTTLE

### Hard to fix problems

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Over the 30 years I have been in business, I can't remember a case where the problem hasn't been solved. All we need is a car that cooperates and customer patience. We understand that you depend upon your “wheels,” so it is not easy to give it up for any length of time.

Our goal is the same as yours! Fix it right, in the least amount of time, for the least amount of expense! We did not keep the reputation we have by giving up on hard to fix cars. In fact, with the more complicated electronic, computer controls and power everything that modern vehicles have, we are busier than ever. We know communication, honesty and fairness will keep us in business for another 50 years, or more.

### We have come a long way in 58 years

For the first 25 years in business we were known as the carburetor and electric specialists. For the last 25 years we have had to adjust that reputation a little. We are still electric and electronic specialists but cars don't have carburetors anymore.

Every week someone is in with some kind of problem and just happens to say, “When you're done, I need to take it someplace else to have the brakes looked at”. This isn't necessary because we can do that here while we are doing their other service. They just did not know we did those “normal” service things. It is a pain to have to take your car to many different places for different service needs, when we can do it all here.

Our goal is to be your complete one stop service center. We've

always been a full service repair shop but a lot of people just don't think of us for **NORMAL** service repairs such as...

- \* FRONT END ALIGNMENTS
- \* BRAKES AND TIRES
- \* 30K—60K—90K SERVICES
- \* TRANSMISSION REPAIRS
- \* MAJOR ENGINE REPAIRS
- \* SMOG/ EMISSIONS TESTING
- \* LUBE, OIL & FILTER SERV.
- \* AIR CONDITIONING SERV.
- \* COMPUTER DIAGNOSTICS
- \* TIMING BELTS

**\*\*We can do all of the above and MORE!!\*\***

**\*How about 90 days same as cash (OAC)**