

# Exact Manufacturer-Prescribed Tune-Up Your Guide to Better and Safer Motoring

Achieving cleaner air is a three-way proposition. It involves the manufacturer who equips the car with emission-reducing devices, the motorist who must maintain those devices and the service technician who, in most cases, performs the work.

While the partnership starts out equally, the motorist and the technician bear the ultimate responsibility for keeping emissions as clean as original equipment allows them to be.

The motorist must bring his car in for regular maintenance of anti-pollution equipment. And the technician must adhere strictly to recommended service procedures.

To help the service industry keep abreast of the latest low-emission servicing techniques, Champion Spark Plug Company has entered its second year of conducting Cleaner Air Clinics. In 1971, Champion conducted nearly 1,200 of these clinics for 60,000 technicians throughout the nation.

One constant theme stressed at the clinics was, "Perform the tune-up exactly as the manufacturer recommends."

The Champion technical service engineers remind their audiences that there may be a difference between what used to be a recommended tune-up and what is now a low-emissions tune-up.

According to Champion engineers: "It is entirely possible that a customer will complain after a low-emissions tune-up that his car is not as peppy as it should be. The customer may even gripe about a slightly rough idle.

"While it would be simple for the technicians to ignore manufacturers' recommendations and adjust timing and idle for performance instead of low-emissions, he would be doing a great disservice to cleaner air efforts."

The engineers point out that a few mechanics are even removing some anti-pollution devices in the interest of peppler performance. This can raise harmful emissions to an intolerable level.

The engineers added, "Just as we, through our Cleaner Air Clinics, are educating mechanics to perform tune-ups for low emissions, the mechanics are being urged to help educate their customers. The man in the service facility should explain what he is doing and why he is doing it."

Champion's technical services engineers expect to reach even more technicians in 1972 than the 60,000 attendance last year. Each of the 14 men, who cover sepa-

rate parts of the country, conduct their clinics from specially-equipped mobile training vans. The vans are outfitted to demonstrate most conditions that cause trouble

in the automotive ignition system.

Heart of the unit is a multi-fuel, single-cylinder engine equipped with a dynamometer. The unit can simulate

almost any highway driving situation.

The van also houses special instrumentation including measuring devices for exhaust emissions.

## Drive Easy, Breathe Easy, Cut Pollution

If you speed, you do more than run the risk of a traffic ticket. You also add to air pollution. According to Shell Oil Company, the faster you go the more fuel you burn and the more pollution you create.

Jack rabbit starts or driving with your foot riding the brake pedal also consume more fuel and create additional pollution.

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## Exhaust Pipe Deposits Show Engine Woes

A dry, sooty deposit on the inside of your car's tail pipe is the tip-off that the engine is wasting gas. It's not burning the fuel-air charge in the combustion chamber the way it should, and it shows in the exhaust.

Also, an oily, black deposit is a sign of burning oil, through worn rings, valve guides or other causes.

A normal exhaust pipe should show a crisp, grayish deposit. Soot, except under conditions of excessive choking or city driving, is a sign of wasted gas and the trouble may lie within the carburetor, ignition system or both.

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