



FORD/ROUSH CRACKED SPARK PLUG

Tech Tip #16-0616-PP



DON'T OVERLOOK THE SIMPLE THINGS

RECENTLY WE HAD A UNIT, WHICH WAS EXPERIENCING A “STUMBLE/SKIP.” WE WENT THROUGH THE NORMAL ROUNDS OF TRYING TO DIAGNOSE...COIL PACK? INJECTOR? VALVE?

WE HOOKED THE COMPUTER TO IT AND LOOKED FOR CODES. WE RAN CYLINDER TESTS WHICH SHOWED AN ISSUE WITH A CYLINDER. WE PULLED THE SPARK PLUG AND LOOKED AT THE ELECTRODE AND WITH TODAY'S TECHNOLOGY ASSUMED THAT WE HAD A MAJOR ISSUE OCCURRING.

AFTER SPENDING TOO MUCH TIME TRYING TO DIAGNOSE A “MAJOR” ISSUE, A TECH LOOKED AT THE ISULATOR OF THE SPARK PLUG FOR THAT CYLINDER AND FOUND A CRACK, REPLACED THE PLUGS AND THE UNIT RUNS LIKE A TOP!!!!

THIS IS ACTUALLY THE FIRST SUCH INCIDENT WITH A FORD SPARK PLUG, BUT WE THOUGHT THAT EVERYONE SHOULD BE REMINDED: DON'T OVER LOOK THE SIMPLE THINGS. WITH TODAY'S TECHNOLOGY WE ALL HAVE A TENDENCY TO ASSUME THE WORST, HERE IS A CASE WHERE IT WASN'T!!!

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