

Wheels: A question from Jack says, “I have an 1988 S-10 with a 2.5 L TBI engine with standard transmission. Recently, I have been experiencing a problem with the engine flooding. It will run fine for a while and then it will start to flood for a while and then go back to normal operation. This happens every few minutes or so. I tried to check the codes by shorting the A and B terminals on the ALDL under the dash, but I only get a quick flash on the service engine light and then no additional flashes. The only additional information I can provide is that I set the timing recently. I was able to put the engine into the proper mode by connecting the A and B terminals while the engine was running. I read where you shouldn’t start the engine with these terminals shorted. With great reluctance, I shorted the terminals while it was running hoping I didn’t do any damage to the computer and it went into a lower idle speed and seemed to be the proper thing to do. I set the timing and then removed the shorting wire while it was running.”

Halderman: First, it is OK to connect terminals A and B of the diagnostic connection on your vehicle with the engine running. Two, to retrieve diagnostic trouble codes (DTCs), the same two terminals are connected but with the key on, engine off. It is very unlikely for an engine equipped with a throttle body injection (TBI) system to “flood” so I think the problem may be due to an ignition system fault. A clogged fuel filter and/or a weak fuel pump could also be the cause.

