

Wheels: An e-mail from Jean says, “I have two questions that, to my knowledge, have not been answered before. I have two 1994 Lincoln Town cars that are in very good shape, except for these two issues.

The first has to do with a check engine light. My favorite mechanic recently retired and I took the car to another mechanic recommended by the retiree. His scan diagnosed an EGR fault. He recommended I put two cans of Sea Foam into the gas tank and drive the vehicle to remove the carbon deposits from around the throttle body. The man at the auto supply store further recommended I put a third of the can through the manifold vacuum line, a third into the oil filler spout and the remaining can and a third in the almost-full gas tank. I’ve done that and driven approximately 200 miles but the check engine light continues to come on after 2 to 5 miles of driving. Is there another top engine cleaner I could use or is cleaning the throttle body my only alternative? I’m fairly handy with tools but can find no instructions on cleaning the throttle body in a shop manual.

The second question regards the Town car we bought (used, as always) in January of this year. The air suspension bags were replaced in October of 2004 with factory replacement items. The pump has always been louder and has run longer than the one in the other car. Just in the past few days, the 30-amp fuse controlling the air suspension system has been blowing after 5 to 10 miles of driving. Since the bags are relatively new, the suspension stays up and does not collapse immediately. I don’t want to drive any more than is necessary until the fuse can be replaced. What are my options? Are there tests that can be made on the pump to determine the power drain causing the fuses to blow? Is the pump going to have to be replaced? If so, are there rebuilt pumps available?

I could do the work on the car if it is safe and if I knew what to do. Any help in the form of advice you can provide will be appreciated.”

Halderman: Regarding the EGR fault, the main cause is carbon, but using carbon cleaning chemicals is not likely to fix the problem. A technician needs to remove the throttle body and the EGR valve (about a two-hour job) and physically remove carbon from the EGR passages. Using a carbon additive such as Techron will help keep these passages from getting clogged again, but it will not clean clogged areas.

Regarding the suspension concern, this is a complicated system with many places where air leaks can occur. Before replacing parts, please have a professional check out the system to determine if parts, if any, are needed. If parts for the system are needed, I recommend that you contact a company called Strutmasters (www.strutmasters.com). They have parts and conversion kits available for this type of suspension and they are an alternative to recycled or dealer parts.

