

**Wheels:** A reader says, “I have, along with 8 other vehicles, a 1988 Volvo 740GLE wagon with under 170,000 on it. My problem is that as soon as the outside temperature goes above 45 degrees, it stumbles something awful above 55 miles per hour. Almost everything connected with the ignition and fuel supply has been either renewed, replaced, and/or tested - plugs, distributor cap, wiring, fuel pump, filter, and a new hard plastic air induction tube to the injector system (the old one was collapsed). The old wagon runs OK around town as long as there are few long uphill grades to navigate, even in warm weather, but on interstates she does not do well because of higher cruising speeds needed to keep up with traffic flow. In cold weather, the colder the better, NO problem...she'll wind up to 80 plus with narry a hesitation?”

**Halderman:** I asked Steve Williams, an automotive instructor at Sinclair Community College and a Volvo expert for his thoughts. “It sounds like the fuel pump relay could be at fault (cracked solder joints). It's the big white relay behind the ash tray. Check the solder joints with a magnifying glass and look for cracks in the solder. This may be hard to see. Also, check the ground connections under the hood on the inner fender. They should be clean and tight. Is the owner aware that this vehicle is equipped with 2 fuel pumps? One is in the tank and is not responsible for fuel pressure; it just pumps fuel to the pressure pump located under the car below the driver. If the pump in the tank is faulty, the pressure pump is fulfilling both roles. This is more of a problem with higher ambient temperatures. The pressure pump will usually make an intermittent screeching sound if this is what is wrong as the pressure pump becomes "starved" for fuel. Lower vehicle speed means less fuel demand. An amperage check can be performed at the fuse box to see if the pump is running/spinning.” Thanks, Steve.

