



Professional Technician's Seminar Series

PTS61: Ford 7.3L Power Stroke Diagnosis

- This seminar is designed for the automotive driveability technician that also needs to diagnose and repair Ford trucks equipped with this popular option.
- This course uses field developed techniques designed to shorten diagnostic time.
 - This approach gives you **more than just book specifications**, (which are frequently wrong) but real numbers **based on actual on vehicle diagnosis**.

Here's what's included:

- This two-night interactive training program covers the 7.3L Power Stroke diesel engine from the bottom up. Common failures and field fixes will be demonstrated in a case study format. In addition, the class will contain specific diagnostic procedures for:
 - No-Start
 - Fuel delivery
 - Misfire
 - The high pressure oiling system that operates at 450-3000 PSI!
 - Electronic fuel injector controls that operate at 115 volts!
 - The glow plug control system that draws up 190 amps!
 - Low power symptoms
 - Hard starting symptoms

These Top Tech Line Topics will be covered:

- This engine won't start and the truck won't communicate with the scan tool. What should I do?
- The customer says he can't pull his trailer like before. How do I tell if the engine is worn out?
- There is a misfire and a DTC. How can I tell if it needs an injector?
- This truck was towed in and the engine fuse is blown. What could cause it?
- There are pieces of rubber in the fuel regulator screen. Where did they come from?
- The high pressure oil system can only generate 200 PSI. The low pressure system is OK. What should I do?
- This engine is only running on 4 cylinders. Where do I start?
- This engine has a miss and glow plug DTCs. I fixed the connector but it came back. What's wrong?

Sponsored By:



Date: *February 19 & 20, 2007*

Place: *Merced High School*

Time: *5:38 pm until 9:58 pm*

Cost: *\$149.95*

For More Information Contact your Smith Auto Salesman or Call:

722-5731

Presented By:

