Fc3spro

MrPulldown , Sep 13, Joined: Aug 18, Oddometer: 8, Location: Truckee. Anyone here have one of these cars? My Father in Law is having some issues with his. It won't accelerate. At a stand still you can rev it, but once on the road nothing. Hit a hill and it will barely make it up. You can still drive it barely but it is very low on power. He lives in the grass valley area and has taken it to a couple of mechanics. Most just scratch their heads for a couple of hours and give him a bill for their time. Not sure if the ECU has the flashing lights to be able to pull a code. Mech said he has these old pigtail connectors he kept just for situations like this and was able to read the ECU. No check engine light though. FIL is not very mechanical so he was not able to convey what the mech said well. Seems to me those were some easy test. Mech also said both those items will be several thousand dollars to fix or attempt to fix. I will probably take look a the car for him soon. But I was wondering if anyone had some insight on common issues that would result in these symptoms. I also know that I do not know enough to jump into a new system without doing some background research. I could join a RX7 forum, but you guys seem to help out more than most. Any insight would be appreciated. He was talking about selling it for cheap. However he is pretty old and would not buy another FUN car. I would like to see him enjoy his remaining driving years. This is what his car looks like not his though. EdChap13 likes this. EdChap13 , Sep 13, So I own that exact car. Its been ripped apart a few times and is now a Lemons racecar so I've broken just about everything. The AFM is a mechanical flap type so if it revs freely at a standstill I wouldn't think that would be the issue. However they are cheap to find on the RX7Club. Is it an Auto or manual? Once these engines get low on compression the Auto's converter will drag the engine to stall in neutral. There are plenty of things that could be causing a low power issue. In addition to RX7Club. In the Z world I could link s of repair and trouble shooting articles. As could I with the other vehicles I own and regularly work one. These rotaries are a whole new world for me. Joined: Oct 15, Oddometer: 4, Location: idaho. EdChap13 , Sep 14, Rx7Club is where I learned just about everything. Other great resources are Mazadtrix and Atkins Rotary have some great writeups as well. SQD8R likes this. ADV Sponsors. Yamarocket , Sep 15, Restricted exhaust? Trackjunkie21 and mach1mustang like this. LuciferMutt , Sep 15, Has he ever taken it to an actual Mazda dealer? They're different beasts than most corner shops are used to dealing with. A dealer is more likely to know the little kinks of the things. MrPulldown , Apr 9, Still work on it. I felt bad that I was not able to simply take his car and return it repaired. He has been digging into a few items and running it in between but still no fix. I was over at his house the other day and noticed something odd with the wires coming into the AFM. With the plug disconnected and you look down the harness shrink wrap, you can see a bare expose wire. What is this? Roofchop , Apr 9, Could just be a shielding outer core like TV coaxial cable. Strip back the black plastic and have a proper look further down. LDHR1 , Apr 9, Joined: May 22, Oddometer: Plugged catalyst? I drove a 2nd gen for many years. The RX7Club is the best place for info on these cars. As noted above the honeycomb structure of the catalytic converter degrades over time and can collapse, restricting the exhaust flow. Disconnect the exhaust at the cat and look into it with a flashlight to see if it is clogged. These cars are also picky about spark plugs. The leading plugs provide the power and trailing plugs just clean up the emissions. They require special multi-electrode plugs for proper operation, using plugs designed for piston cars will work initially but will degrade quickly which kills performance. How many miles are on the car and how does he drive it? If he doesn't ever rev the piss out of it there may be carbon build up in the rotor chamber which can flake off and jam a seal. Sometimes feeding water into the intake via a vacuum line can clean out carbon build up. Rotaries love to be revved hard and it seems to get good for them. What color is the broken wire on the AFM? I have a color coded wiring manual that might help identify it. MrPulldown , Apr 11, It's not getting enough. No load wind up takes little fuel. Pulling the load of the car takes much more. Look for why it isn't getting enough. In tank pump failing? Suction screen? So, find the reason not enough FUEL is being delivered. MrBob likes this. Happy Snapper likes this. Hate to add to the confusion but take the following anecdotal experience FWIW. I had an '82 RX7 back in the day that was down on power. Not exactly misfiring but lethargic. One damp day with the hood up and motor running I noticed faint blue sparking around the engine. I replaced the plugs, wires, and most probably the rotor if it had one. It didn't immediately make a great difference, but the more efficient combustion must have burned some crap or buildup out of the engine. After a week or two, it ran like it should. Tim McKittrick , Apr 18, I have had two cat converters fail suddenly- they didn't become plugged- the honeycomb material broke and plugged the exhaust. Instant low power and poor running. The repair on one, an overloaded Dodge van in the middle of the Yukon in the winter at F, was to saw off the exhaust just behind the cat and to beat out the debris with a jack handle. The van ran fine if a bit loud and got us to Eugene, where upon I had the entire exhaust replaced. PoundSand likes this.

MrPulldown , Jun 4, I have some updates on this car. I was down at my FILs and took her out for a spin. Get in the car and it starts fine and backs out of the garage and down the driveway fine. Now it drives very poorly no power, won't rev up. Turn the car off and start it again. Check engine light goes away and the car is idling normal again. This has to be a clue as to what to look into. Throttle position sensor? You must log in or sign up to reply here. Show Ignored Content. No, but I wanna be. My password: Forgot your password? Though it is done on a turbo II, the instructions and the wire colors are the same. Just follow that, and the TPS will be set spot on. Only problem is that it sounds like your ignition timing is out or you have an ignitor going bad in the ignition coil s. Break out the timing light and check to make sure that you are set in that regard. Also, check to make sure the CAS wires are not near the spark plug wires, because they can wreak havoc with the ignition system if they are. Yep sounds like a bad TPS. You should get a nice steady increase in resistance as you move the throttle. Trending News. For Tiger Woods, golf is secondary at this point. Poll: Partisan divide over vaccine acceptance grows. AOC joins backlash over Biden child migrant camp. State tax changes could mean bigger refunds for some. Bucs GM considering Tom Brady contract extension. Chris Harrison's 'Bachelor' future up in the air. Trudeau on Biden call: U. Mars rover's giant parachute carried secret message. Answer Save. Still have questions? Get your answers by asking now. Skip to content ASP. Google Maps Google Tag Manager. Net Go Squared Google Analytics. Nginx Oscommerce. Apache Godaddy Nameserver Wordpress Youtube. Apache Godaddy Nameserver. Google Analytics Nginx Yandex Metrica. Google Analytics Route Apache Wordpress. 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Apache Google Analytics Wordpress. Apache Facebook Connect Piwik. Net Google Apps. Apache Google Cloud Wordpress. Go Squared Google Maps Wordpress. Apache Google Analytics Wordpress Youtube. Google Cloud Microsoft Exchange Online. Godaddy Nameserver. Apache Woo Commerce Wordpress. Nginx Twitter Button Wordpress Youtube. Apache Rackspace Ubuntu Youtube. Apache Digital Ocean Mailjet Youtube. Google Analytics Google Apps Nginx. Woo Commerce Wordpress Wufoo. Net Highcharts Pardot Wordpress Youtube. Apache Microsoft Office Youtube. Apache Mailgun. Go Squared. Nginx Vimeo Wordpress. Google Analytics Woo Commerce. Cloud Flare Google Analytics Wordpress. Apache Google Maps Twitter Button. Apache Google Apps Instagram Route Apache Google Analytics New Relic. Amazon S3 ASP. Facebook Connect Shopify. Google Analytics Tealium. Apache Hotjar Youtube. Bluehost Hosting Google Analytics Nginx. Google Apps. Net Google Analytics Mailchimp. Apache Facebook Connect Google Analytics. Apache Ubuntu Wordpress. Google Cloud Mailgun Nginx Wordpress. Apache Google Maps Ubuntu Wordpress. Apache Google Apps Ubuntu Wordpress. Apache Debian Linode Hosting Wordpress. Namecheap Dns Nginx. Apache Debian Google Analytics. Welcome, Guest. Please login or register. Did you miss your activation email? This topic This board Entire forum. Posts: View Gallery. Figured this would be another good oen to add to the tech archives while building up the new site. I know these things aint exactly fresh as daisys especially not my car but I've had many of the factory electronics around the gauge cluster go out on me. First I lost the highbeams. I try to switch to highbeams

and if I hold it in that position the highbeams will work and stay on but they wont lock into that position and stay on, on their own. The rear defroster never worked dont actually know the cause of this cause I havent looked into it but the indicator light comes on saying that the rear defroster should be on but it doesnt actually work. And now yesterday during a rain storm my windshield wipers which only worked on the higher settings to begin with just stopped workin all together mid rain storm. I got where I needed to go but that really pissed me off. Around town the windows started fogging up to the point where I had a few ace ventura moments with my head out the window. I believe theres a relay that activates to lock the highbeams probably not working I also believe there are 2 relays that control the windshield wipers, one for low and intermittent and one for higher speeds obviously one of them was already broken and maybe the other one went out on me at the worst time, or the motor burnt out. I'm not sure but they just stopped mid motion and the windshield wipers are frozen in a half up position. These are very common issues on FCs and I figured I'de open it up for discussion. Also if anyone has some replacement parts available, send me a PM, I really dont feel like cutting this stuff appart desoldering ect. SMF 2. Welcome, Guest. Please login or register. Did you miss your activation email? This topic This board Entire forum. Author Topic: Wheel information resource: Sizing, offset vs. Andrew R Supporting Member Launching! Wheel information resource: Sizing, offset vs. Figured I

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2001 ford f150 colors

 would post this over here. When you want to run a wider wheel with the same backspacing, the inner edge of the wheel will come closer to your suspension, eventually hitting the frame, control arms, coilovers or bodywork. To avoid this, wider wheels are made with lower more negative offsets. The side effect of this is the wheels "poke" out more. This "poke" makes the car look better by getting rid of the wheel gap almost all stock vehicles have. We try to take this a step further by stretching tires and running offsets so low that the wheel lip actually extends beyond the bodywork, while the tire tucks into the body. Remember that you can always get more negative spacing with spacers -but you wanna be close -however if they are too negative sticking out too far it will be difficult to get them back in -if not impossible. Anyway hope this helps some of you. V8Mongrel Guest. Good point, chaps. Pre-Staging Posts: View Gallery. FC fitment guide I found it helpful when picking wheels. SMF 2.