

Re: Oxygen Sensor Solutions

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- *From:* hhc314@xxxxxxxxxx
 - *Date:* Mon, 26 May 2008 18:17:51 -0700 (PDT)
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On May 26, 3:08 pm, Eeyore <rabbitsfriendsandrelati...@xxxxxxxxxxxxx> wrote:

hhc...@xxxxxxxxxx wrote:

All quite true.

No. nonsense.

Replacement oxygen sensors for most vehicles are available on eBay, and trivial to replace since they generally screw in to some location on the exhaust manifold or exhaust pipe, with snap-on electrical connectors.

So they don't regulate 'oxygen flow' to the engine AT ALL. They control the richness of the mixture by examining the oxygen content in the exhaust which is another thing entirely. Also called Lamda sensors.

http://en.wikipedia.org/wiki/Oxygen_sensor

The air flow INTO the engine is measured by the *air mass meter*.

Graham

So Graham, as I previously posted, how does a layman mechanic discover if it is the oxygen sensor (which is indeed located in the exhaust system) or if it is the "air mass meter" (which has a different name here in the US), or which other of the other 10 or so sensors is malfunctioning?

Again, if your engine is performing poorly and the cause is a sensor, how does a layman identify which sensor is the cause. To me, this seems like a rather trivial question.

Would it help if I pulled out my dealer shop manual, and listed what

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all of these various sensors do, other than contribute to the cost of maintenance of an automobile.

Now I really have to share something rather nasty done by me in years past. I know most of you know what an EGR valve is, but fewer still understand what controls it. Now here is one of my nasty little home mechanic fixes. The EGR valve on my 1980 Chevy Malibu was creating problems. The car stalled whenever it came to a stop. The quick solution, was to remove the vacuum tube that controlled the operation of the EGR valve, and shove a spent .22 cal rifle shell into the hose as a plug. Damn car ran fine after that simple fix, and passed emissions inspections two years in a row before I sold it.

Honestly, I did not ever figure out the control functions that were supposed to turn the EGR valve to open and close. and I seriously doubt that anyone reading here knows either. If they do, I am all ears.

Just as a simple tip, no suburban mechanic should be without a roll of duct tape, several empty .22 Cal rifle shells, and a set of vise-grip pliers when attempting to repair a car. Other useful things to keep on hand are a package of 3-Ton Epoxy, a jar of Vaseline, a spare gallon or two of gas. Nobody should drive without a bottle of "Fixavlat", and those little and inexpensive 12-volt air compressors can frequently get you out of an inconvenient jam.

Still, waiting for someone to tell me how to detect which of the many sensors in my car is malfunctioning.

Harry C.

Harry C.

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