

COMPONENT CHART

by Joe LoRé, Technical Director, Chapter 5 (DeLorean Services, Peachtree City, Georgia)

When I was asked to submit a technical article for DeLorean World, I decided that the most useful single item that I could submit would be a modified version of my "Component Failure Chart" that I have been researching for the past five years. When I started my business, "DeLorean Services," I thought that it would be important to keep records on how, when, and why certain components fail and what could be done to prevent them from failing again. If you are a long-time DeLorean owner, you have probably repaired or replaced most of the items listed. If you have recently purchased or intend to purchase a DeLorean, you certainly will want to check out this information. The ten most important items are listed with details on the symptoms that appear prior to failure. To help you find the parts listed, I have included the part location and part number according to the DeLorean Workshop Manual.

1. Oil Pressure Sealing Washer (1-2-0) ITEM 4 Part #102461. If your oil pan is black with oil, most notably toward the left side of the pan, check to see if there is wet oil around the oil sensor. If so, the copper sealing washer needs to be replaced.

2. Fuel Pump (2-1-0) ITEM 49 Part #100052. If you find it very difficult to start your car when the engine is still hot, the problem is most likely the fuel pump. All pumps prior to VIN #10000 had a design defect. Bosch, who builds the pumps, redesigned this pump, and, after replacing more than forty-five of these updated pumps, I have had no failures.

2A. Fuel Accumulator (2-1-0) ITEM 39 Part #100519. Ten percent of the hot start problem in the previous item may also be caused by the accumulator. This component is well hidden inside the steel backbone and is only accessible through an access hole just ahead of the leading edge of the transaxle. A fuel injection test kit will help to localize this problem.

3. Ducellier Alternator (3-2-0) ITEM 1 Part #102425. DeLorean engineers caught this problem before it went too far. VINs 500-4539 had this 80 amp alternator installed with a resulting 96% failure rate. The 90 amp Motorola #90A or Velo #9AR are a logical replacement. If you have a VIN # previous to 4539, check to see if you still have a Ducellier. If you do, replace it now.

4. Luggage Compartment Release Inner Cable (8-4-2) ITEM 56 Part #D600572 (not illustrated). This cable will fail sooner or later. When it does break, getting that lid open is an art. An emergency back-up cable, which can be purchased from Teri Jennings, should be installed in addition to the stock cable.

5. Mode Control Switch (7-3-0) ITEM & Part #100752 (D600752). If no air blows out of the center vents, you have a defective mode switch. Replace the entire switch with a new one. Getting to it is much easier said than done.

6. Trailing Arm Pivot Bolts (5-3-0) ITEM 25 Part #106883. This component, which holds the rear suspension to the chassis, was not tightened to specs out of the factory on at least 50% of the 8500 cars produced. Failure of this part could be fatal. Visual inspection will reveal a problem, and while you are in the area, check the two smaller bolts which hold the bushing in place.

I have found 65% of these bolts to be loose. Additionally, the main battery ground cable is secured to the chassis by one of these bolts (right side). The cracking sound you hear when pulling in or out of your driveway comes from this area and, believe it or not, indicates that this bolt is tight. The design of this fastening system leaves much to be desired. DeLorean Improvements, Inc. of Radnor, Ohio, has a kit which is supposed to double the load capacity of the pivot bolt. This sounds like a good idea to me.

7. Clutch Plate (4-3-0) ITEM 7 Part #102512 or 109600. Both the clutch plate and slave cylinder have high failure rates. The original plate, also called a disc, will wear out sooner than you think, even if you're a good driver. When you find the clutch does not grab until the pedal is almost completely up, you are not far away from a disc replacement. As any mechanic will tell you, as long as the transaxle is down, you should also replace the pressure plate, release bearing, and pilot bearing.

7A. Clutch Slave Cylinder (4-4-1) ITEM 3 Part #100843. If you have hard shifting or "gear clash" with the pedal to the floor, your slave cylinder is probably at fault. Wetness around the rubber boot of this part indicates that it is close to complete failure. If this problem seems heat related (gear clash only

when the engine is hot), your plastic clutch line needs to be replaced with a metal one. A solid tube type line similar to the brake lines will correct the problem. The stainless steel replacement (D608637), although more expensive, is much easier to install.

8. Door Gas Struts (8-4-0) ITEM 1 Part #100592. How about a 100% failure rate on this item. Actually, they don't fail; they just lose their holding power. If, at any time, the torsion bars were adjusted, they will have to be re-adjusted when you install the improved version. If your strut is labeled "Lift-O-Mat," it is an original and needs to be replaced.

9. Fuse #7 (3-7-4) part of ITEM 1. Check this fuse and the area where it plugs into the fuse block. If there are signs of overheating or melting, replace it with an in-line type fuse. The fuse is labeled "ENG. CONTROL" and is wired across the fuel pump, Lambda system, and the control pressure regulator. If this situation exists, you will find the wires leading to the fuse are also burnt. Be sure to cut the wires back just past the damaged section. I also recommend that all DeLorean owners remove the plastic fuse box cover and store it elsewhere in the electrical compartment. Several of the fuses generate heat and need ventilation in an area which is already very warm. It is my belief that this fuse area may be responsible for vehicle fires.

10. Heater A/C Tube Seal (7-1-1) ITEM 19. If you feel cold air blowing in the area just above the accelerator pedal when the heater is on, follow the path of the cold air. It will lead you to a foam rubber seal which is attached to the lower heater A/C case adjacent to the front fire wall. A dab of glue would do the trick. Unfortunately, working in this area is almost impossible. I have found that stuffing foam rubber between the fire wall and the seal will do the job.

I'll close by reminding you to use proper replacements. Fifty percent of my DeLorean servicing is correcting problems created by improperly installed or incorrect parts. With over 2,200 production or part changes from the first to the last car, it is extremely important to use the right parts. I deal with many DMC vendors, and I'd like to thank the staff of DeLorean One for all of their help in my business. They're number "One" in my book. If you need more information, please call me.

P.S. I own DeLorean VIN #3370.

