

UNDER THE HOOD

WITH THE MOTOR MEDICS

Jeanette from Arlington writes...

We recently purchased a '91 Ford Explorer, 2 door for our granddaughter's 18th birthday so she has a vehicle for college next year. We want it to look as great as possible, but the running boards and the back bumper have noticeable rust spots. We've gotten estimates for sanding and repainting them, but one of the business owners tells us the paint may start to bubble within a short time because the rust is coming from within the tubes on the running board. He thinks he can get new ones for around \$300 each. In looking on the internet, I found no replacements for this vehicle. What is your advice? Should we have them painted or go for the new ones? Thanks.

Thank you for your email Jeanette. Rust is a big issue in our part of the country and requires care when repairing. Rust can orig-

inate from either inside or outside and repairing it will require knowing which one it is. Usually moisture and salt collect on the inside and eat their way to the outside, if the repair is made by sanding and repainting it will return very soon. The proper way to repair rust is to cut it out and weld in new metal. In the case of running boards I would choose to replace the boards rather than to repair them as they would need to be redone again in the near future.

Take care, Russ...

Hey guys.

I have a 98 Chevy S-10. When I am driving down the road it starts to whine/howl however you put it. Anyway I can hit my 4Hi button and it will stop. I then switch it back into 2Hi and everything is fine. But it does it numerous times a day and wondering

where to start. Whether it be the front diff. the transfer case or what. The only thing is it doesn't seem to be coming from the transfer case area. Anyway if you could give me any kind of insight I would GREATLY APPRECIATE IT.

Thanks Dustin F.

Thank you for your email Dustin. Your noise is a common problem on the S10 truck and Blazer. It usually comes from a failed vacume switch on the transfer case that allows the front end to partially engage and grind. It is similar to trying to put a rolling vehicle into gear without the clutch. The switch is less than 30.00 and can be replaced at home.

Take care, Russ.

Advice given by the Motor Medics is for use as a guide to repair. Always check with your favorite repair shop for verification. The motor medics have been operating a repair shop and answering questions on the air for 19 years. Russ is an ASE Master Certified Technician with extensive dealer and after-market training. Shannon is an ASE Certified Parts Specialist with more than 30 years in the automotive world. You can ask a question of The Motor Medics by going to help@underthehoodshow.com we will answer your question on line and you may see it appear in this publication. The Under The Hood Show can be heard each week on local stations with coverage reaching 7 states and on www.underthehoodshow.com. Go to Underthehoodshow.com to find one near you.



with Shannon Nordstrom and Russ "The Super Tech" Evans

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