

# ON THE MOVE

## MAX Per Car, how many to stock?

This month we have attached the updated “MAX Per Car” listing. While the vast majority of parts we offer are only one per car, in several key categories multiples are needed for the “complete” job. Sensors and relays generally are OK at one per store with a backup of a full set in the warehouse. Two key categories, coil on plug coils and boots, usually need more than one on the shelf. The debate is always about stocking just one because folks will only buy a replacement for the failed part vs. stocking a complete vehicle quantity because if one failed, you might as well replace them all. While OEM can't make this decision for you, but we can share a bit of the feedback we hear from the field. Coil on plug boots generally get stocked in full sets – these are the “plug wires” of today (and the cost is low). In the case of coils it gets more complicated due to cost. Again, a full set in the warehouse is always a good idea. At the store level there are several strategies we see employed. Full sets of the top movers and then ½ sets at all locations, sometimes full sets at “feeder” or “hub” locations and then only ½ sets at smaller stores. Some folks just stock two of each at all locations, but this can leave you short on the fastest moving numbers. Keep in mind when reviewing the “MAX” list, several BMW coils are used in 12 cyl. applications, but the common required quantity is only 6. This is also true on some VW/Audi applications (8 vs. 4) and Ford (10 vs. 8).

## Do you know me?



I'm not a big tattoo guy, but I saw this one and had to chuckle!

## Quick Tip of the Month!

In our MAX per car discussion we touched on Coil on Plug coils (and boots). Last month in our tech tip recap we also reviewed some tips for helping replacement coils & boots live longer (dielectric grease on boots, dry, oil free wells for the coils & boots). Aside from these proper installation pointers, where do you go when a replacement coil doesn't solve the misfire? A few basics should be checked. Are there any TSB's or unperformed maintenance issues? Are the correct type of plugs installed? Using the wrong style of plug MAY work for a short time, but will wear faster and cause misfires. Are there mechanical issues? Honda calls for a valve adjustment on many of their 3.5L engines. The exhaust valve clearances tighten up and can cause misfires. Nissan had issues with some 2.5L motors' head gaskets seeping coolant into the cylinders causing misfires. Nissan also had issues with the wiring harnesses on some 3.0L motors. All three of the just mentioned issues are well documented in either TSB's or on technician's discussion groups like iATN (International Automotive Technician's Network). Sometimes a ground left off/loose when doing clutch or transmission service can cause issues. Finally, be sure to check for vacuum leaks allowing unmetered air into the engine causing a lean misfire. This includes checking the PCV valve where applicable. This often overlooked part, when not maintained, can be the often overlooked cause of a vacuum leak. Always check the “basics” first!

## THE LAST WORD:

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## Do You Know Me?

Reminds me of the Milky Way “No Regerts” commercial. The ongoing joke about a manual transmission being a theft deterrent seems to be played out in this bad tattoo attempt.