

## HELP! engine runs rough after warm up

Posted by jeffb - 17 May 2011 05:23

---

I'm trying to run down a problem...the engine runs great for about 15 minutes while driving hard. Then it begins to run very rough. It doesn't die but hardly responds to throttle input and acts very bogged down. I recently put in new injectors, removed the cat and replaced the engine temp sensor.

I'm thinking about air fuel mixture and/or sensors, any thoughts?

=====

## Re: HELP! engine runs rough after warm up

Posted by joepaluch - 19 May 2011 09:49

---

The idle stablizer valve is also heat related. If it stuck in certain position the may run fine cold, but not so well hot. However this should mostly be an issue at idle and not with throttle.

In my case me AFM probelms were temp reated because the AFM work differently at different temps. Once I fixed it it was fine.

=====

## Re: HELP! engine runs rough after warm up

Posted by dmdirks - 19 May 2011 10:48

---

Check the fuel pressure regulator and damper.

While the engine is running, pull the vacuum lines from them and see if fuel is coming out the vacuum port(s).

Recently I came across a similar problem as you describe. The diaphragm inside the damper had a hole in it. Basically the engine was sucking fuel straight through the vacuum line into the intake manifold so it ran like crap at idle. But it took about 30 seconds of idling for the engine to do this, and the car ran fine at WOT.

=====

## Re: HELP! engine runs rough after warm up

Posted by jeffb - 22 May 2011 09:57

---

---

FIXED! Thanks for all your input. Turns out the air fuel mix was way too lean. Got that adjusted but the problem still reared it's ugly head, only not as bad. New O2 sensor took care of it. Spent the day at Miller yesterday and ran strong

=====

## Re: HELP! engine runs rough after warm up

Posted by mick - 10 Oct 2014 06:40

---

OK, so you have only replaced a few of the components. Lets go buy a coil, an ignition module, a distributor, a crank and cam sensor, new plugs and wires, a new ecm, maybe a new wiring harness, a new coolant temperature sensor, replace the intake manifold gasket, do a valve job, might as well throw a set of rings and bearings in it and a timing belt, an alternator just in case its sending out some AC current to the system, a fuse box that has ASD, ECM and other relays in it that control the system. I suggest that you also replace the fuel pump assy. and a fuel filter.

I'm not trying to be a smart ass here, but you don't throw parts at a vehicle to find the problem. You find the exact problem through proper diagnostics and then you replace the failed part(s). This is not a complicated process if you have the proper knowledge. Don't ask a chicken to fly an airplane with your family in it!!!

As a seasoned and extremely well educated automotive tech I get rattled by stupid suggestions that will most likely cost you money that you didn't need to spend.

GET A GOOD TECH TO FIX IT AND BE DONE WITH IT.

=====