

## SEAT Ibiza - Too late for any service

I will share with you a little-known fact, cars need servicing. While this is quite apparent to us in the trade, to some of the customers this is not apparently common knowledge.

The owner of this 2006 Seat Ibiza had no idea when the motor was last serviced. He had owned the vehicle from new and its life had been one of blatant neglect. We had seen the vehicle in the past when it would occasionally come in with a misfire or failed bulb.

When the vehicle was in our care, we would ensure that the oil and coolant were up to the correct level and do our best to persuade the owner that an oil change would be a benefit to the longevity of the motor.

He was not overly concerned and while the little Seat was running, it was ignored.

Then, while on a journey a distance from home, the engine lost power and stopped. The



**The hole in the side of the engine block was a result of years of neglect, and insufficient oil changes**

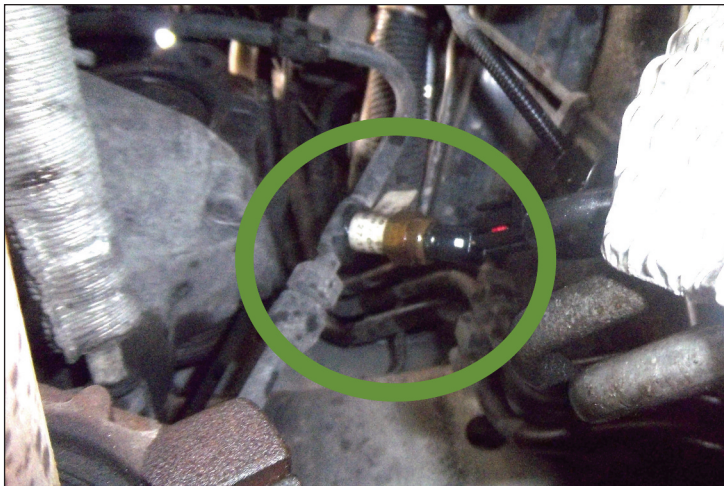
owner, while waiting for the recovery service, phoned us to let us know he was on his way. He was hoping we could save a space to get him back on the road as soon as possible.

When the vehicle arrived, it didn't take too long to discover the problem was terminal. The lack of oil changes had taken its toll and now the con rod had pushed its way out through the engine block.

## FORD FOCUS - Power steering pipe problem

One of the common questions I am often asked by customers is "Why can't I buy just the bit I need"? Very often small components are now not sold separately. As an example, it is quite common to find that a window regulator cannot be purchased, without also buying the motor, adding to the cost.

When this 2001 Ford Focus came into us with a power steering fluid leak, we came across another such example.



**The pressure switch was leaking but Ford would only supply a new one complete with the power steering pipe**

Looking from underneath the motor, we could clearly see that the source of the leak was the pressure switch located in the power steering pipe to the steering rack. It would be expected that a pressure switch which screws into the power steering pipe and has an electrical plug fitted, could be purchased from the main dealer.

Nope, sorry. You have to buy the power steering pipe, which means you also have to buy a new union and seal for the end of the pipe.

Fitting the screw-in switch takes a matter of seconds, whereas fitting the new pipe section is a little more involved. We simply unscrewed the new switch from the supplied pipe and screwed this into the old (but perfectly good) power steering pipe.



**Stephen Rothwell**

## Audi A5 - Problem door handle



**With the door panel removed the connecting cable could be seen to be ok, the problem was the lock itself**

Something that we are coming across more often now, is that the owner has done an internet search on the problem before coming to us. They then believe they have the solution to the problem.

The owner of this 2009 Audi A5 was having problems with the driver's door unlocking. After an internet search he was now confident that he had the answer to the problem. Booking the vehicle in with us he even told us the part we would require in order to fix the fault.

I have been in the trade long enough to know that problems do not always conform to the rules, so held back on ordering any parts, until I personally had diagnosed the fault. The remedy, according to the internet, was to replace the short cable between the door handle and door lock.

Once we had removed the door panel, we found that this was operating perfectly. The cause of concern on the Audi was the lock solenoid unit itself.

One of my measures for determining a common fault is the dealer's stock of the required parts. Our local dealer had three lock solenoids in stock, but no cables.

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