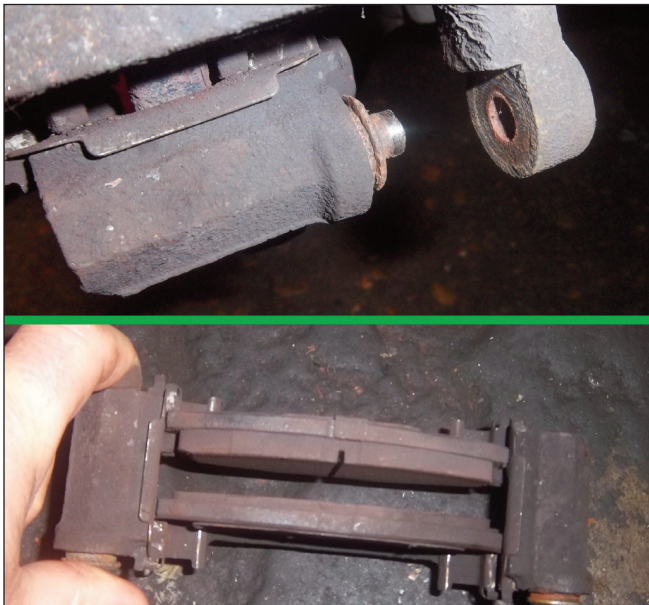


Calliper Slide Seized and not Shifting

One of the regular problems we encounter, is the sticking of brake calliper slides. The result of this is that we discover one brake pad worn, while the other pad in the pair still has plenty of lining left.

This 2008 Chevrolet Matiz that came in for a service, had sticking slides on both front callipers. Normally, the slides can be freed off by soaking them with penetrating oil, and then slowly manipulating them. They will free up and can be lubricated before reassembling.

On this Matiz the slides were solid, and even after heating they would not budge. The force was increased and eventually the slides sheered into the carrier. This meant we needed to purchase new carriers and slide pins. The motor factor could only supply the callipers without the carriers and so it was



The seized slide would not shift and had caused the noticeable different wear rate of the pads

off to the main dealers, who could only supply the complete unit.

For just under €200 per side, the callipers came complete with carrier, slide pins and brake pads.

Ford Galaxy - Topping up the Brake Reservoir

Time for another moan. This 2005 Ford Galaxy was in for the NCT and the only problem that showed up as a problem was corrosion to the two small rear brake pipes.

The unions had come undone. The job of replacing the rusted brake pipes was soon completed, and it was time to bleed out the

brake system. This meant first topping up the brake fluid reservoir. It would be thought that such an important reservoir should be easily accessible by the driver, so that checking and topping up is a simple owner/operator task.

Not so on this Galaxy. The reservoir and master cylinder are hidden deep at the back of the engine bay, below the scuttle panel. Having come across this before, we have fashioned a small piece of aluminium trough to guide the fluid along to the reservoir and enabling us to top up without too much fuss.

I know that the Galaxy does have a large brake fluid reservoir and that in normal service this should not need topping up, but please Ford - access would be nice.



The brake master cylinder and reservoir are hiding deep in the engine bay, making topping up very difficult



Stephen Rothwell

Land Rover Discovery - Bulging Tyre



The bulge in the tyre made it unfit for purpose even though it was less than a month old

I have, in the past, had to shell out for new tyres. Not because the tread was low, but because they have been punctured in an area that can't be repaired. Because of this, I know how frustrating it is to throw away a tyre that would have otherwise had many miles of good use left in it.

The owner of this 2012 Land Rover Discovery was upset when he was told that the tyre, fitted less than a month ago, was now destined for the scrap heap. Sympathy was lost by his attitude and by the fact that it was his bad driving that was the source of the problem.

Insisting that the tyre did not need replacing, I had to inform him that I did not agree. At that point I also let him know that the cause of the failure was his continual bumping up and down kerbs.

He was the type of driver who gives the rest of the 4X4 owners a bad name.

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