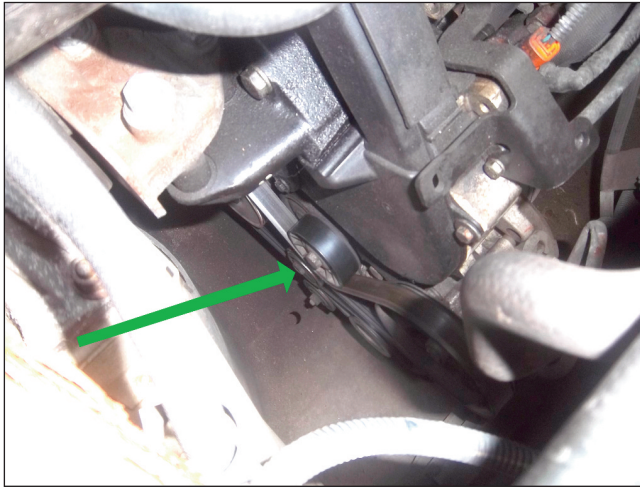


Citroen Relay - Failing auxiliary belt tensioner

While driving his 2003 Citroen Relay van, the owner had been listening to the ever-increasing whine from the auxiliary drive belt for some time. Not one to take action at the first hint of a problem, he let the whining continue until he arrived at the point when one morning the van refused to start.

A lot of his journeys had been at night, and with the lights on, the slipping auxiliary belt had not given sufficient drive to the alternator to recharge the vehicles battery.

The belt itself was not in bad condition, but the problem lay with the automatic tensioner, which had worn and was kicking off to one side instead of correctly tightening the belt.



With plenty of access there was ample room to fit the new tensioner

The tensioner itself was €105, and due to the wear in the belt, this also required changing. There is plenty of access on this engine and so the job didn't take too long. The battery was given a good charge to bring it back up to strength, and the van was soon back on the road again.



Stephen Rothwell

Nissan Note - Deflating feeling



The screw had not only punctured the edge of the tread but also damaged the sidewall internally

Punctures have a habit of happening at the worst possible time. The owner of this Nissan Note was not amused, when he returned to his vehicle to find that the nearside rear tyre was flat. He could see the culprit in the form of a screw, this was poking out the edge of the tread. Changing the wheel for the emergency spare in the vehicle, he dropped the punctured wheel into us for a repair.

At this point he became even less amused. The tyre was only three months old, and had covered less than 2,000 miles, but we had to inform him that the tyre could not be repaired. A replacement one was needed.

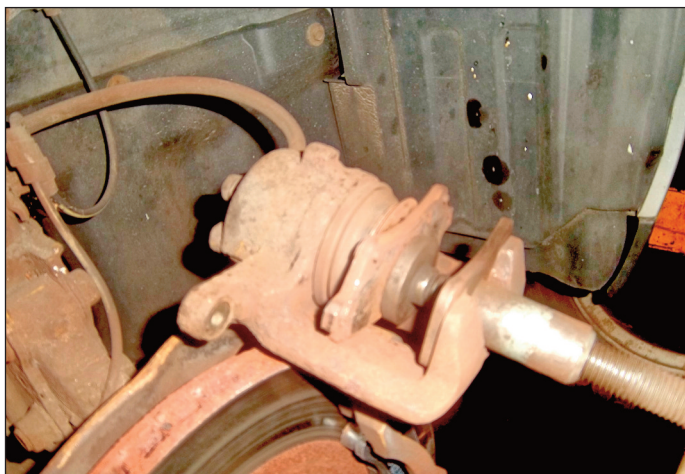
The screw had pierced the tread right at the edge near the sidewall, but if that wasn't bad enough the screw was so long that it had also damaged the sidewall of the tyre internally.

Nothing is more frustrating than having to throw away what was a perfectly good tyre for the sake of a puncture.

Toyota Corolla - Seized callipers cause uneven braking

As important as the engine is, a car would be pretty useless without a good braking system. This 2002 Toyota Corolla was equipped with a great engine, but the brakes were well below par.

As well as a screeching noise coming from the front brakes, the vehicle also pulled badly to the offside. Once we had removed the wheels,



Even using the extra effort exerted by the wind back tool, the piston refused to return

we could see that the screeching noise was being caused by the small steel spring fitted to the brake pads, to alert the driver when the pads were due to be replaced.

Fitting a new set of brake pads would normally be all that was required, but when we attempted to push the piston back into the calliper, we discovered it was stuck fast. Even

using the wind back tool and applying a little extra leverage to the screw thread, would not budge the piston.

With the piston this tight, it was unlikely that we were going to be able to free it sufficiently to give good, even brake operation. The decision was made to fit a pair of replacement callipers to the front.

Search thousands of Tech Tips online

TECH TIPS+
www.techtips.ie