

Honda Civic - Swivel Removal Problem

Sometimes the wrong way is the right way, and the right way is the wrong way. Confused? Yes, so was I. It was a busy day in the workshop and the job was to replace the lower arm on a 2001 Honda Civic.

On the Civic, the lower arm does not have a swivel fitted, this is part of the hub assembly. In years gone by, I would have simply used our trusty fork type ball joint splitter, but this can, and often does, damage the ball joint boot. With this in mind, I used the

swivelling Jaw type. This uses pressure wound onto the ball joint to push it from its tapered fixing and it normally works quite effectively.

A big bang is normal as the joint releases, and so with the arm off, the process of fitting the new one began. But I overlooked one problem. On the Honda, unlike most modern vehicles, the ball joint nut is retained using a split



The swivel was squashed by the ball joint splitter; it may have been best to just use the fork type

pin. To accommodate this, there are two holes drilled at right angles through the threaded end of the ball joint. These two holes weaken the thread sufficiently, that when the splitter applied pressure, it squashed the thread and ruined the ball joint. The new ball joint was only a few Euros, but it meant a time delay in completing the job.

Ford Transit Connect - Tight Nut Removal

This 2006 Ford Transit Connect was in for the NCT and it required two new front tyres and a front hub bearing. The hub bearing replacement should have been quite straightforward, but this is the motor trade. When we attempted to remove the drive-shaft retaining nut, it would not budge.

With the hub firmly locked into place, a 3/4 inch breaker bar with a scaffold tube was used to try and shift the nut. We realised how tight it was, when this resulted in sheering off the drive square on the 3/4 breaker bar. At this stage, we knew the nut was really tight!

The new hub bearing is supplied complete with a replacement nut and so there was no worry about causing damage to the old nut. With this in mind, we drilled a 1/8th hole down the side of the nut, then increasing the hole size slightly, another attempt was made at undoing the nut. This time the nut came undone.



Drilling the hole in the nut released the pressure sufficiently to allow it to be removed

The rest of the job went smoothly. Even the ABS sensor slid out of position. Once the new bearing had been pressed into place, the hub was refitted using the new nut supplied with the bearing.



Stephen Rothwell

Skoda Yeti - Failing Loom



The wiring had broken under cover of the rubber boot causing the window failure

I have seen this problem before, and I will no doubt see it again. For this reason, my advice is that any vehicle that comes into the workshop with central locking or window problems, it is advisable to always check the wiring between the door and body before anything else. Even if the outer sheath seem to be in good condition, it should be pulled back to examine the actual wires.

This 2011 Skoda Yeti had electric window problems. The passenger front window would open from the passenger side, but not on the driver's side. While the driver's window would sometimes open but only if the door was ajar. This was a good clue, and so the first move was to pull back the rubber cover, housing the wiring loom between the door and body.

This revealed the expected result of broken wires. If you think how often the door must have opened and closed during its life, it is to be expected that with wires continually flexing, they will eventually break. On the Skoda, the loom from the door can be unplugged. This saves any worry about having to disconnect the battery, to prevent the wires from shorting out.

Once the plug is disconnected, the fiddly job of soldering in new sections of wire can begin. Once repaired and insulated, the rubber boot was replaced, and the loom plugged back in.

Full window operation was restored.