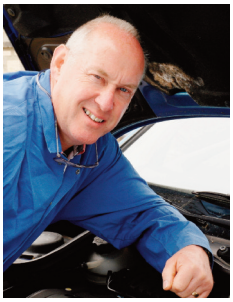
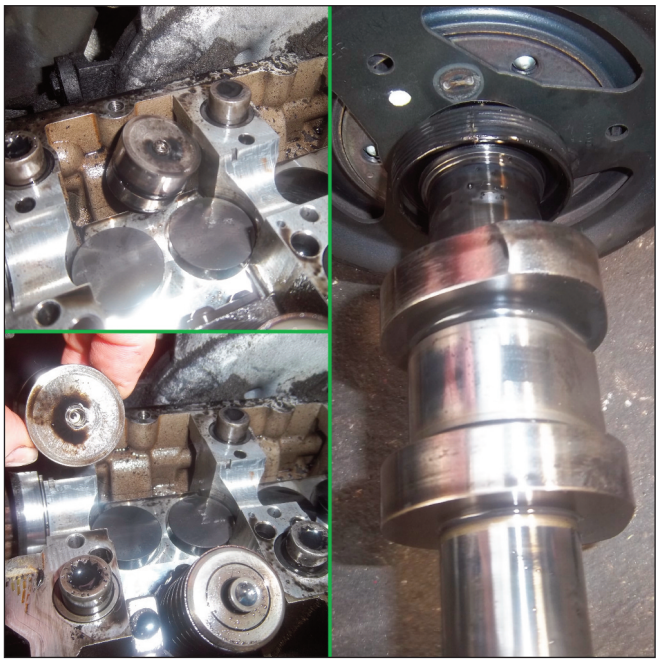


Stephen Rothwell

VW Golf TDi - Pumpe Düse Problems

Driving seemingly without a problem one day, a lack of performance was suddenly felt by the driver of this 2003 VW Golf 1.9 TDi the next day. This was coupled with what the driver described as a strange sound. He drove the car to the workshop, so that we could listen to this "strange sound". We identified the sound as compression leaking from the cylinder back to the inlet manifold. To put it another way, it sounded like a valve seat had failed.

The vehicle required sorting out. We needed to carry out further investigation, so the owner left it with us so that we may begin to dig deeper into the problem.



Damage was easily apparent on both the camshaft and the hydraulic lifter

Once we stripped the top off, we discovered a cam lobe had worn down and the corresponding hydraulic lifter had been beaten to a pulp. The repair required a new camshaft, along with the shells, and a set of hydraulic lifters. Fitting the new camshaft using an assembly lubricant should prevent the possibility of damage during the initial start-up. This, along with an oil and filter change, should give the new parts the best chance of bedding in.

Damage to the camshaft on the Pumpe Düse engine is something we come across and careful inspection is always recommended when any irregular running problems occur with these vehicles.

Fiat Punto - Worrying Engine Noise

The owner was not particularly technically minded, but she knew the noise coming from the front of her 2002 Fiat Punto was something to be concerned about. She decided it was not safe enough to drive, and called out the rescue service to take her to the workshop.

The centre bush had dropped from the tie bar allowing it to fall away from the fixing

The recovery service mechanic agreed that the vehicle could not be driven, and told her that an engine mount had gone.

Once we received the vehicle and put it up on the ramp, we discovered that it was not an engine mount that had failed, but an engine stabiliser bar. Although the engine was not in danger of dropping out, it was being allowed to swing backwards and forwards as the engine applied power to drive the wheels.

The bar itself was an easy fix, but we had to wait for our local main dealer to order in the new part. Once the new tie bar arrived, it was soon fitted, and a quick road test confirmed all the previous knocks and bangs had now gone.

Peugeot 306 - Clock Rescue

The front trim needs to be removed before accessing the screws securing the clock

For some drivers, not having a clock may not be important. To the owner of this 2000 Peugeot 306, it was a major annoyance. He thought that the clock had packed up altogether, and asked us to try and find one to replace it from the local breakers.

I decided that before getting a replacement, it was worth checking out the old one, to ensure it wasn't something simple.

Removing the clock on the 306 involves first popping off the centre trim, before unscrewing the clock and removing the unit. There was no sign of a display visible, so I decided to check the two small bulbs in the back of the unit.

In removing and testing the bulbs, it was discovered that they were both blown. Fitting two new bulbs and plugging in the clock, it flashed back into life. The bulbs literally flash the liquid crystal display in an array of shapes, illuminating all sections and brings it back to life.

Once set, the clock worked perfectly, and all for the price of two tiny bulbs.