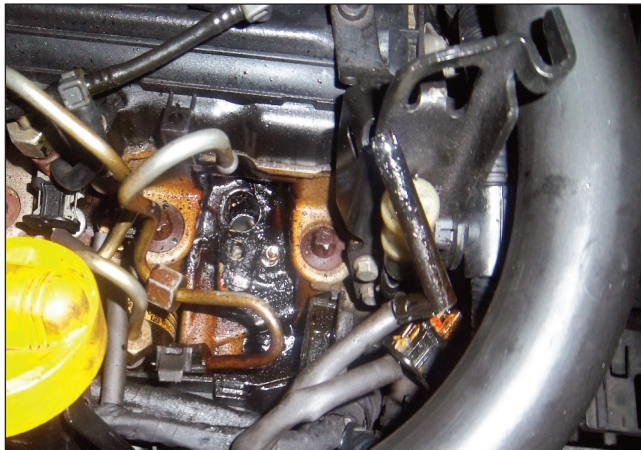


## Renault Modus - A Real Sticky Mess

The engine compartment on this 2005 Renault Modus diesel is mainly covered with a large under bonnet shield. This effectively hides any problems from view. Because of this, the owner was unaware of the mess around one of the injectors. He was well aware of the chuffing noise being emitted from the engine.

I have often come across injectors on the 1.5 Renault diesel engine which require only a slight nip-up to rectify the problem. The injector on this engine was tight, and so it needed to be removed, and a new sealing washer fitted.

The owner had been quoted a hefty price for the job, and I can only guess that the garage was presuming the worst-case scenario and quoting for a new set of injectors, and not really wanting to have to do the job.



The tar like deposit around the base of the injector was the result of the slight leak

We managed to complete the removal, clean-up and new washer replacement for just one hour's labour and the cost of a new washer.

Once back up and running, the Modus sounded much quieter now without the chuffing noise and should not deposit any further muck around the base of the injector.



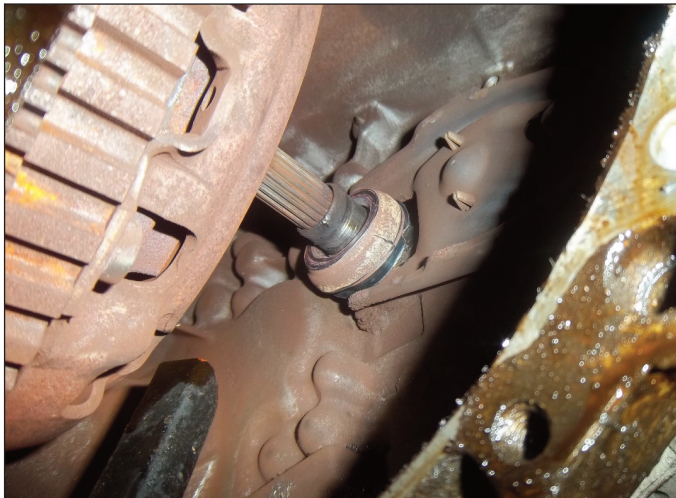
Stephen Rothwell

## MINI Cooper - Blood Bag



The new and old bags of additive which bear a resemblance to a bag of blood

## Peugeot 307 - Squealing Clutch



As the gearbox was withdrawn, the collapsed bearing and damage to the guide could be clearly seen

The owner of this 2003 Peugeot 307 had brought the vehicle in to us because she could hear a noise, which she had self-diagnosed as a squealing alternator belt. The noise had got progressively worse and so she decided that getting a new belt fitted would be the solution.

If the noise had been the drive belt, then she would probably have been right. The owner's diagnosis, however, was unfortunately incorrect. The squeal was originating from the clutch, not the drive belt.

This is a common failure on the Peugeot range and when the bearing starts to fail it will often (as in this case) also take out the bearing guide sleeve as well. This is, in fact, so common that many clutch kits either include the guide, or sell it alongside the clutch kit.

Although this is not too bad a job to carry out, as the owner was estimating for a replacement belt, the cost was of course a tad more. The end result did, however, silence the squeal, and also resulted in a lighter clutch which wasn't about to fail.

There are a surprising amount of diesel owners, who it seems are unaware, that the diesel particulate filter (DPF) system on their vehicle also requires an additive to operate.

One such owner recently popped into the workshop with her 2009 Mini Cooper. A warning had appeared on the dash, informing her that the additive was low. The vehicle had been serviced some six months earlier and she was concerned that this should have been attended to then.

Unlike some additive tanks, the BMW Mini system cannot be topped up and uses a bag of additive, which bears a striking resemblance to a bag of blood. Although it cannot be topped up, it is easily changed by unplugging the old bag and plugging in the new. This also means that the PATS fluid does not need to be touched, making it a safer option than the Citroen method.

Once the new bag is fitted into place, the vehicle then needs to be informed of the fact. This is done via a compatible scanner.

The job should be very quick and simple, but be warned. The housing holding the bag is secured by a bolt which screws into a nut held captive in plastic. If the bolt is corroded, the nut will spin in the plastic and may be very awkward to remove.