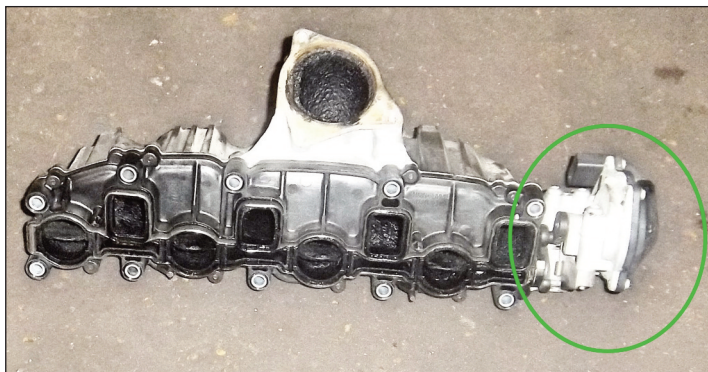


Audi A6 - Inlet Manifold Flap Failure

This 2009 Audi A6 TDI SE had 97,000 miles on the clock and had illuminated the EML a couple of times. The owner was in possession of his own small code reader, and with no symptoms, he was happy to just clear the code and keep driving.

The frequency of the light illuminating eventually became too regular to ignore and he decided that it would be best to let us have a look. Reading the codes, we discovered that the problem was the inlet manifold runner motor. On this model of A6, this comes complete with the inlet manifold.

Repair kits are available, but these are for when the control rod has become disengaged. On



The inlet manifold runner motor is only available with the manifold.

this Audi, the control rod was in place, and although it may have been possible to remove the manifold and strip it down to free off the flaps, this owner wanted it fixed and back on the road.

The replacement manifold, complete with gaskets, was soon fitted into place and once the codes were cleared and the Audi was given a quick test drive to confirm all was well, the vehicle was then returned to its owner.



Stephen Rothwell

CITROEN C5 - Low DPF Additive



The Eolys fluid tank sits below the diesel tank

This 2004 diesel C5 had covered quite a few miles, and the owner had suffered a few repair bills just recently. He had vowed that the next problem would be the last and no more cash could be spent on the motor.

It was, though, a very comfy ride and when the "diesel additive low" message appeared on the dash, he at first ignored it, knowing that the main dealer would charge around €600 to refill and reset the system.

Our charges are a little easier on the pocket. Although the Eolys fluid is still quite an expense, we could carry out the task for around a third of the main dealer quote.

Very different to the AdBlue fluid used in some DPF systems, the Eolys fluid is a hazardous liquid and great care should be used when handling it. On the C5, the fluid is contained in a tank below the fuel tank and is injected into the diesel system. Once the fluid is topped up, the vehicle computer needs resetting to inform the system that the fluid has been replenished.

Opel Vectra - Smelly Diesel Leak

The owner thought that the reason his 2001 Opel Vectra diesel was reluctant to start, may be down to the cold weather. He knew that there may be another reason when he then started to smell the aroma of diesel fumes coming from under the bonnet.

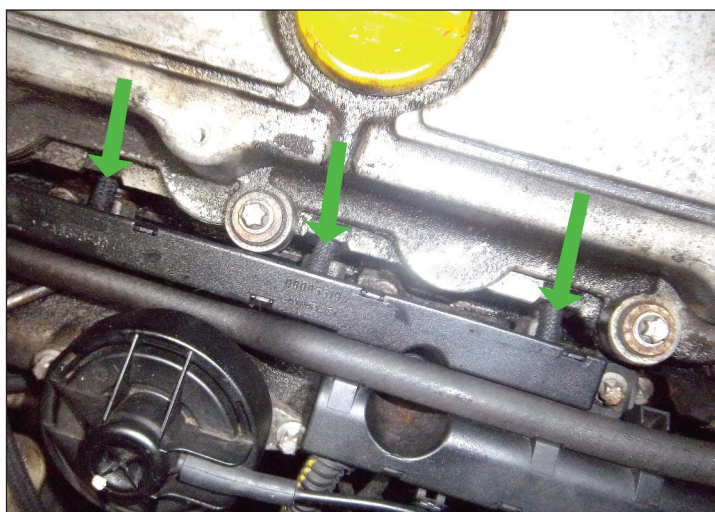
Lifting up the bonnet while the vehicle was running, he could see that the leak off pipes were

oozing diesel. This, he realised, would also account for the poor starting, and decided to contact us to rectify the situation.

Replacing the leak off pipes should be a straightforward job, but on this Vectra engine, the ends of the pipes are hidden in a small recess. This in itself is not a problem when fitting the new pipes, but when removing the old (and

perished) pipes, they often break off.

We have made up a small pick type tool to get behind the pipes and help drag them off, this ensures no bits are left behind. Once the old pipes are removed, the new pipes can be fitted, curing both the bad starting and the smell from under the bonnet.



The porous leak off pipes needed to be replaced to cure the smell and starting problems

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