

## Peugeot 206 - Seriously Overdue Radiator

The owner of this 2006 Peugeot 206 Sport was not the kind to spend money unnecessarily on his motor. The radiator began to leak over a year ago, and we remember pointing this out to him the last time we saw the car. That was now over a year ago.

He had decided that using an additive in the system would be a good alternative to replacing the radiator. We are not sure which additive he used, but in fairness this did last the year out.

When the motor was back in again, we pointed out the potential problem with evidence of coolant escaping from the radiator. We believe he again added a sealer to the radiator, but the next time we saw him the situation had developed.

The radiator had rotted away and the only



**The radiator was rotten to the core, and even the best additive wasn't going to make it a serviceable unit**

solution was going to be a new radiator. Before fitting the new radiator, we flushed out the cooling system to ensure all was flowing correctly. Once the unit was in place, we then filled the system with coolant and bled it out.

## MAZDA MX5 - Engine Misfire Source

This 2003 Mazda MX5 was rarely used during the week, and so the owner was used to it taking a while to start, when he did get around to using it. The rotary engine has its own characteristics and a misfire on this engine is not quite so easily spotted as on a four-cylinder conventional engine.

As the starting was become increasingly difficult, the owner asked us to pop a set of spark plugs in. It's important to remember on the MX5, that two different spark plugs are used. The upper and lower chamber plugs vary slightly and should not be mixed up.

While disconnecting the HT leads, we came

across the source of the problem. We discovered that the centre electrode on the spark plug had come away and was stuck in the HT lead.

A new set of HT leads were fitted along with the new spark plugs. The MX5 started up with far less effort than it had previously taken, and the engine sounded much smoother.



**The Spark plug had a broken electrode which had remained attached to the removed HT lead**



**Stephen Rothwell**

## Audi A3 - Failed Inner CV Boot



**Once the circlip is removed the inner section of the joint will slide off the shaft**

Replacing a perished or damaged outer CV gaiter is quite a common occurrence in most workshops. The continual movement of the shaft due to the hub swivelling, as the vehicle steers left and right while the shaft rotates, will put a strain on the boot, eventually causing it to fail.

Inner CV boots pretty much stay inline, so they are less common to fail. The inner driveshaft boot on this 2006 Audi A3 Automatic, had failed around the fixing clip onto the driveshaft, allowing the grease to flow out of the boot.

Replacement of the inner boot on this vehicle is actually slightly easier than the outer boot. Once the driveshaft has been disconnected from the outer hub and slid out of position, the inner boot securing clip can be released, allowing the inner joint to simply slide apart.

Making sure not to knock the three rollers, the shaft can be secured in a vice and the securing circlip removed. The inner section of the joint can be slid off the shaft, allowing the old boot to be removed and the new one fitted.

Replacement is, as is always said, "in reverse order", but with the addition of a little fresh grease before securing the inner clip.

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