



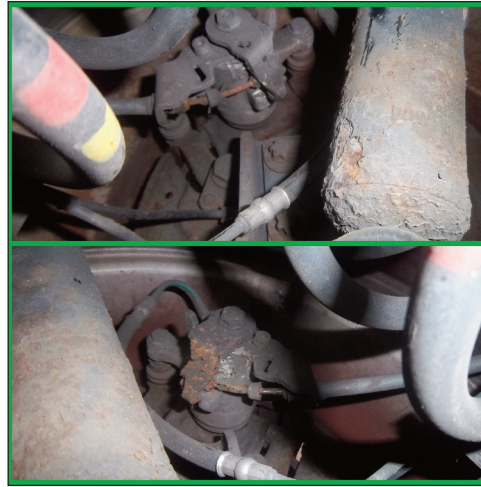
Renault Clio - Handbrake Adjustment Correction

Some owners it seems, have a hang up about the number of notches the handbrake travels before it holds the vehicle firmly. This is not a problem, except on a vehicle with rear disc brakes where the owner decides that they are unhappy with too much travel in the handbrake and tighten the cable up themselves.

We then find that the cable has been over tightened and is not allowing the handbrake levers on the brake callipers to retract fully. This prevents the callipers self adjustment mechanism from operating as the brake pads wear, decreasing the ability of the handbrake to operate as designed.

This 2006 Renault Clio was a perfect example of this scenario, bought in due to the inability of the handbrake to hold the motor on a slight incline.

Releasing the tension on the handbrake did not allow the calliper levers to retract fully. It was discovered that the cables had partially seized,



Once the cables were released the calliper levers returned to the back stop

possibly due to the very limited movement they had been confined to.

With a pair of new cables fitted and the handbrake correctly adjusted, the Clio now had a handbrake fit for purpose.

Honda Logo - Unsuccessful Repair



The plastic cover had not been successful at stemming the flow of leaking fluid

There is one thing that you can never say in the motor trade, and that is that you have seen it all. Just when you think you have seen it all, another unbelievable repair shows up.

One of our regular customers purchased a 2001 Honda Logo which appeared to be a nice little runabout. Checking it over, we discovered that it was suffering from a power steering fluid leak. A closer inspection revealed that this was coming from the pressure hose to the power steering rack, where someone had made a very poor attempt to repair the leak by dripping melted plastic over the failed area.

The reason for this attempted repair became obvious when we discovered that the pipe was no longer available. Cleaning off the plastic we discovered that the metal pipe had a small hole, which had been caused by it rubbing against the bracket. We managed to braze it up, completing a proper repair.

Fiat 500 - Lower Suspension Arm Job

This 2012 Fiat 500 was in need of a new nearside lower arm after failing its NCT. The job of replacing the lower arm, at first, appeared to be quite a quick and simple process. A closer inspection showed that the bolt securing the front bush of the lower arm was not easily accessible.

To get to this bolt, a box section fitted between the front panel and sub-frame needed to be removed. Even this turned out to be worse than expected, as the nuts securing the front of the box section to the front panel were captive.

This means that the only way to unbolt this short box section, is to first remove the front bumper to gain access to the securing bolts. The set up is very similar to that we have come across on the Renault Megane.

This is the type of job that sets you to wondering, who would design a vehicle in such a way as to make the routine job of a lower arm replacement so difficult? Fortunately, the job wasn't hampered with corroded bolts and at least everything came undone without a struggle.



The box section needs to be removed before the arm securing bolt can be accessed