



Ford Focus Blower - High Speed Only

Some owners will bring their motor in at the first hint of a problem. Others, like the owner of this 2003 Ford Focus, will happily drive around putting up with a few inconveniences.

The heater fan on this Focus was only operating on one speed. The owner figured that one speed was good enough to carry out the task in hand. The single speed he had left was, of course, the fastest of the options and so demisting the screen was not a worry.

When the time came for the annual test and service, he asked us to sort the problem out, as long as it wasn't going to cost the earth. The faulty component was, as is often the case, in single speed fan operation, the heater rheostat.

Fitted up into the heater unit below the passenger foot-well, replacing the rheostat is



The resistor pack is fitted into the heater housing just above the passenger footwell

not too complex a job and the trickiest part is removing it from the housing once the retaining screw has been removed.

With the new resistor pack fitted, the Focus now had a range of fan speeds to suit all the driver's needs. No longer did he have to have the air blasting in for short bursts, he could now have a gentle constant flow.

Getz - Just a Simple Nut to Remove

Arriving in our workshop because of a constant knocking noise, this 2004 Hyundai Getz required a new antiroll bar link arm. This is one of those jobs that in theory is very simple. Undo two nuts, remove the old arm and fit the new one into place.



The corroded nuts would not undo and needed to be cut off

This being the motor trade and the vehicle being a few years old, we knew it may not quite go to plan. As expected, both the securing nuts were badly corroded and neither had any intention of coming undone. The top nut is accessible as it faces outwards and this one can be easily cut off with an air saw.

The lower nut however faces inwards and even with the benefit of the air saw with a new blade fitted, this one was both difficult to access and difficult to cut through. Eventually, the old link arm was released and the new one fitted into place. The knocking noise was cured but as we had quoted for the repair before commencing the job, it wasn't a great profit maker.

Do Not Touch the Bulb



Acids in the skin had caused the glass to overheat and bulge out

The owner of this 2004 Honda Jazz had become quite adept at replacing the headlight bulbs, he had apparently been going through quite a few of them. The vehicle was now due for service and he pointed out that another headlamp bulb needed changing, but as the Honda was coming in he had left it for us to do.

He also asked us to check out the possible reason for the regular failure of the bulbs. With this in mind, we checked the connecting plug and earth connections along with the supply voltage before removing the headlamp bulb. When we did remove the bulb we had a fair idea of what had been the problem.

The bulb contained a large bulge in the side of the glass, this is normally the result of the bulb having been handled when fitted. The acids on the skin will react with the glass when heated to operating temperature and the temperature of the area will increase sufficiently to allow the glass to blow out of shape, allowing the gases in the bulb to escape. The filament then burns too hot and the bulb blows.

When returning the Honda to its owner we confirmed that this was the problem, and the owner now aware, would take greater care not to touch the glass of the bulb when it did next need replacing.