



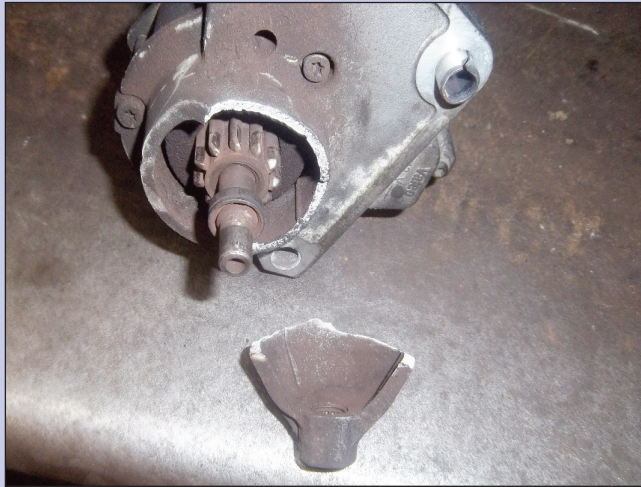
What damaged the starter?

This 2006 Peugeot Partner had been recovered to the workshop, because the clutch had failed. The van had been driving smoothly with no warning signs of the impending clutch failure, when suddenly a loud screech was being emitted from the gearbox every time the clutch pedal was depressed.

This sounded like a classic release bearing failure, and once the motor was back at the workshop we started the job of replacement.

With the gearbox removed, it became apparent that there was more damage than we had at first suspected. The end casing of the starter motor had broken away.

Our first thoughts were that a part of the broken starter may have been the cause of the clutch problem, but unlike the chicken and egg



A part of the failed release bearing had caused terminal damage to the starter motor

scenario this one was solved. We discovered a part of the broken release bearing had got caught in the flywheel ring gear, causing the starter to break as the gear was pushed out of place by the thin strip of metal between the ring gear and starter.

After fitting the new clutch, release bearing and starter motor, the job was complete.

Peugeot Boxer - Broken strut top

It's not uncommon to come across strut top problems on the Peugeot Boxer, but what we discovered on this 2004 model was slightly less common. Most of the problem vehicles we come across have stiff steering, which is due to a failed top bearing.

This Boxer had nice light steering, but there was a knock from the strut top while

driving. The problem was quickly diagnosed as the strut top and so we began the task of removing the offending unit.

As it was the left strut that was the problem (and often seems to be) this meant stripping out the fuse panel inside the vehicle to gain access to the strut top mount bolts.

Jacking up the vehicle and removing the

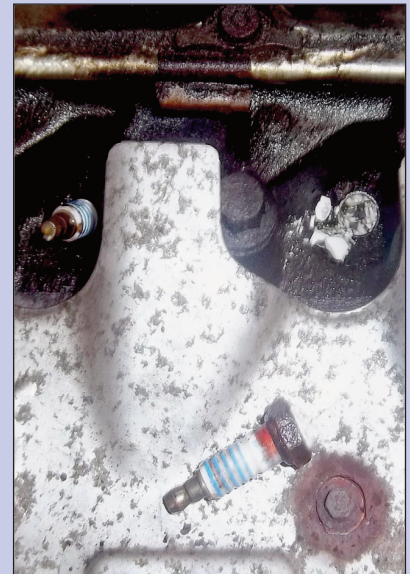
wheel, we would normally then disconnect the strut before unbolting the top mount. On this Boxer the strut dropped straight down before having unbolted it. The top mount had broken up in pieces and was no longer keeping the strut in position. It was only the force of gravity and the weight of the van that had kept everything in place.

Once the new mount was fitted the knocks and bangs, previously heard during driving, all disappeared.



The top mount was not securing the strut to the vehicle, only the van sitting on it had kept it in place.

Ford Ka - Sheared spark plug



We had taken every precaution possible but still the spark plug sheared off

It is a problem that most workshops will be aware of. The Ford Ka spark plugs can corrode into the cylinder head and then shear off when removal is attempted.

They say forewarned is forearmed, and we are always well aware of the problems that can be run into when removing the spark plugs on a Ka. This 2002 vehicle had been brought in for a full service, and one look under the bonnet soon revealed that the motor hadn't been near a workshop for quite a while.

Every attempt was made to ensure the removal of the spark plugs went as smoothly as possible. The plug recesses had been cleaned out and all the rust and debris was removed before soaking with penetrating oil.

The engine was warmed up, and allowed to cool slightly before the removal attempt was made. The first three spark plugs were removed and confidence began to grow. But then at the last hurdle, as the final plug was undone, the plug sheared off at the base. We were very fortunate to have a local engineer who has done so many of these he can whip them out much quicker than we can.

We called him in to sort this one, which allowed us to get on with other work, and once he had finished, we completed the service.