



Audi A4, '05 - Bumpy Feeling Brakes

The problem with the brakes on this 2005 Audi A4 could only be felt when traveling at speeds above 60 kilometres per hour. At lower speeds, the brakes felt OK

The customer's assumption was that the vehicle's ABS was playing up and even though no ABS warning light was illuminated, he booked the motor in for us to have a look.

On my initial test drive, I was less inclined to doubt the integrity of the ABS system and decided to check the basics first. Removing the wheels to check the condition of the brake discs and pads, this proved to be a wise move. The front brake discs and pads appeared to be fairly new. When the rear wheels were removed I discovered that the rear brake discs and pads were not in such a pristine condition.

Rust had begun to eat into the surface of the



The corrosion around the disc face was causing the poor feel to the brake pedal

rear brake discs quite severely, and small sections were blowing out randomly around the surface of the disc. This was undoubtedly giving the bumpy feel to the brakes and our remedy was to fit new rear brake discs and pads. With the new components fitted, the Audi was given a quick road test. This confirmed that the problem was solved.

Volkswagen Golf - Expensive Sounding Noise

Hearing a concerning noise when cornering, the owner of this 2002 VW Golf was unsure of its cause. The noise was only present when turning right and he soon convinced himself that the problem was going to be an

expensive suspension component.

Carrying out a bit of detective work and questioning the driver, we discovered that the noise had only started after a poorly carried out U turn had resulted in a collision with the kerb.



The inner wheel arch had been badly damaged after being dislodged

Looking from under the vehicle we discovered that the impact had resulted in the under shield being dislodged. This had pushed the inner wing out of shape, resulting in the inner wing contacting the road wheel on right turns.

The under shield was not badly damaged and we managed to fit it back into place, this resulted in the inner wing going back into shape, although a large piece of it was now missing

and would require replacing.

Ford Focus - Rear Bush Replacement



The rear trailing arm front bush is one of the regular test failure points we see on the Focus. Using the correct tool makes fitting a lot easier.

Some workshop tools are a luxury, others are almost indispensable. When we first replaced the front bush on the rear trailing arm of a Ford Focus, we did manage to complete the job without the aid of the special tool. The arm can be disconnected and lowered down below the floor of the vehicle giving a bit of working space.

Without the correct tool, the easiest way to remove the old bush is to cut through the rubber and the metal sleeve. This releases pressure and allows the bush to be tapped out. Fitting the new bush without the tool is difficult and requires a firm support of the trailing arm.

With the correct tool, the old bush can be pressed out and then the new one can be easily pushed into place by simply winding it in with the tool. This is one tool that definitely earns its keep in labour saving costs.

The tool is a Laser product, Laser Tool number 4437.

