



BMW 330i - Locating the Belt Noise

This 2001 BMW had an annoying whine from the front of the engine. At first the owner told us that it was worse when cold, but then decided it actually got worse when hot. With such accurate information we decided it was best to work it out for ourselves.

The engine was started from cold and the noise was heard. Our first move was to remove the auxiliary drive belt and restart the engine. This proved without a doubt that the noise was coming from one of the driven components, but which one?

Spinning up the alternator, water pump, power steering pump, air conditioning pump, idler pulleys and tensioners by hand got us no closer to the solution.

The water pump had slight play in the bearings, as did one of the tensioners. The owner was quite happy for these to be replaced initially on the premise that they may



Having replaced the water pump and tensioner, we removed the alternator

not be the culprits of the noise.

Once these two components had been replaced, the belt was refitted and to our dismay the noise was still present. Our next step was to replace the alternator, although spinning freely by hand, this does not fully reflect the operating conditions of the unit, which when charging is under a far greater load.

Happily, when the alternator was replaced and the auxiliary belt refitted, the noise had been silenced.

Volvo V40 - More Than Just a Clutch

Due for its annual test in less than three months, the owner of this 1997 Volvo V40 was undecided whether to spend the money on replacing the clutch. Checking the motor over, it seemed that it wasn't going to be too bad when the test came around.

As he was a regular, we worked out a fair

price for the clutch and, once authorised, set about the job. Once the gearbox was out, we discovered things were worse than they had first appeared.

The clutch release bearing had broken up, and in so doing, had been dragged around the bearing carrier, wearing it away. On the later

version of the motor, (and on many other vehicles), the guide tube is easily replaced, being bolted on from the outside.

On this particular V40, the guide tube is part of the input bearing and disassembly of the gearbox is required to replace it. We now had to explain to the customer that the cost of the job was about to rise.

Softening the blow was the fact that we do have a great local gearbox centre who were able to carry out a repair quickly and cost effectively. Once this repair was completed, the gearbox was refitted and Volvo was back in top form.



The release bearing had broken to destruction and in doing so had taken out the guide tube

MINI - Locking Wheel Nut Key Storage



The locking wheelnut key is neatly tucked behind the small door, always ready and easily accessible

Iam sure that the big question "where is the locking wheel nut key" will be one that many garages need to ask on a daily basis.

We often see vehicles and when the owner is asked the question, they have no idea. We then need to perform a deep search of the vehicle. Sometimes we discover the key, sometimes we do not.

BMW have always been one of the vehicle manufacturers that have provided a good storage space for the wheel nut key. Early models had a proper key which was used to release a cover, this key could be kept on the key ring. Then when the key went to a nut like object, they provided a nice space for storage in the drop down tool kit, located in the boot lid.

Now with the new Mini they have once again provided a good storage position, and provided that the owner or another, do not misplace the key, we will always know where to find it.

Opening the boot, the key is stored behind a small grill panel to the offside, sitting neatly behind the rear lamp unit.

Easy to take out and easy to put back.