

Fed up knowing that it is not the unit that is faulty!  
Especially if it has been changed before!



If two units are fitted and both have the same fault... it's time to read the below. (Don't fit a third unit!)

# AUTOELECTRO

Starter Motors, Alternators and Dynamos

## Technical Bulletin

### IGNITION SWITCH BLUES

These part numbers are common for failing due to a faulty ignition switch, the common signs to look out for are damaged teeth, blueness on the armature shaft near the pinion, and a burnt out smell. In extreme cases the armature shatters and if you shake the starter motor you can hear bits rattling around and even falling out!

The *main part* numbers affected are:

**AES7129** – Volvo 740 Starter Motor

**AES8198** – Vauxhall Corsa/Astra Starter

**AES7144** – Mercedes 308 Diesel Starter

**AES7183** – Audi 1.9 Tdi Starter Motor

**AES8149** – Vauxhall Astra/Cavalier 1.7TD

Isuzu Engine

We will reject burnt out units so must you!

### ESCORT 1.6, 1.8 ZETEC STARTER MOTOR AES7155 OR AES7156?

On late Escort petrol Zetec models finding the right starter is not as easy as it seems...

On some models the Mondeo starter is fitted, and you can tell which one is the one needed, if the starter is fitted at the front of the engine then it is an **AES7156**, but if it is fitted at the back of the engine then it is an **AES7155**.

### NOT ENOUGH VOLTAGE

Can lead to problems on Peugeot/Citroen Diesel starter motors (Part numbers **AES4176** & **AES7151**). What appears to be a problem with solenoid ie clicking, *can* be due to the solenoid not getting the full 12V voltage to energize the solenoid, resulting in a click only. This is *usually* caused by a poor ignition switch or resistance in the wiring to the starter motor, fitting a relay close to the starter motor will ensure the 12V supply to the starter is supplied, and *can* avoid replacement of the ignition switch

### OIL? WHAT OIL???

Fiat Diesel Starter motors, **AES1250**, are common for having Diesel oil in them from a leaking Diesel pump, causing premature failure – check your *returned* unit for signs of Diesel ingress.

Transit Alternator **AEA1261**, also suffers from oil ingress, from the diesel pump, and sometimes from a worn oils seal in the vacuum pump.

### CHARGE RELAY FOR AEA1254

Is available and in stock – it is recommended that the relay is replaced with the alternator, as when the alternator fails it usually blows the relay. The later **AEA3203** (two pin) alternator does not need the relay, only the 4 pin **AEA1254** (fitted 1992-1996).

### VAUXHALL 1.7 DIESEL - LOW BLOW

GM 1.7 Diesel Low Blow Alternator with Rev Counter is **AEA9168**, without rev counter use **AEA8136**. The Starter motor is **AES6157**.

**RING OR FAX TECHNICAL FOR FURTHER HELP**

**Tel: (01274) 656101 Fax: (01274) 656622**

Nirmalec House, 848 Leeds Road, Bradford, BD3 9TU

[www.autoelectro.co.uk](http://www.autoelectro.co.uk)

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