

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



24 Hour Written Warranty
Fax Back Report Facility on
any returned goods is now
available on request

AUTOELECTRO

Starter Motors, Alternators and Dynamos

Technical Bulletin 2

PEUGEOT 307 – PROBLEMS

On this car, a common problem is the ignition switch sticking and burning out the Starter Motor, this mode of failure will not be accepted by us under warranty, so make sure you check any suspected warranty unit carefully.

Also on this same car a fault on the ignition switch can cause the alternator to stop charging, a new switch is required.

FREELANDER WON'T GO

AES1284 Starter Motor fitted to 1.8 Landrover Freelander, are commonly mis-diagnosed. This is usually another fault on the vehicle; a corroded main feed connection, or faulty ignition switch are usually to blame – not the starter motor!

CLUTCH DONE AND DUSTED

Certain starter motors are prone to clutch dust gathering on the armature shaft beyond the pinion causing the pinion to stick to the armature, and not engage the ring gear. This fault is particularly common on Fiat Punto Starter **AES9189**, and Rover K-Series Starter **AES7108**.

Note: **AES7133** is the newer version of **AES5178**, and the solenoid terminal is designed for the later bolt on type connection. **AES5178** is designed for a push on connector

MONDEO DIESEL ALTERNATOR AEA1250 AND OIL FROM TURBO DON'T GET ON...

Leaking connections at the oil supply line on the turbo and the oil filter connection can allow oil to enter the alternator and cause malfunction. Due to the alternator being located under the turbo, any oil leaking from the turbo will pass into the alternator causing accelerated component wear and premature failure. Replacing the unit will only cure the problem for short while, the same oil leak will cause the replacement unit to fail quickly. This problem affects Mondeo 1.8TD 1993-99.

THE MARELLI CASE CRACKED!

There are several newer type internal fan Marelli alternators that have a common problem with the old units when they are returned to us. The body has a crack that runs across the front and back bracket, and seizes the alternator up. The common part numbers affected by this are **AEA2221**, **AEA2216**, and **AEA2243**.

LUCAS A127 ALTERNATOR PROBLEMS

On part numbers **AEA3176**, **AEA4160**, **AEA4162** etc. Please check for burnt pins on the old unit, and take care that the brushes are not damaged when changing the fan and pulley

For Transit 2.5 Diesel after 1996 use **AES9176** not **AES6173**. **AES9176** is a smaller geared unit

RING OR FAX TECHNICAL FOR FURTHER HELP
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