

New easy to use 2004/2005
Catalogue out now with
Technical Information
included where necessary



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 3

LATE MODEL PEUGEOT PETROL AND DIESEL ALTERNATORS

These have two types of the same looking alternator fitted. Some have two bolt on connections, and others have one bolt on connection and a small two pin plug connector. For example Peugeot 206 1.1/1.4 98>> could have AEA4236 (Bolt on) or AEA5202 (One bolt on and two pin plug). If in doubt please check!

WARRANTY - MAIN FAILURES NOT DUE TO THE UNIT...

1. Oil/Fluid – some alternators due to their mounting position can become contaminated with leaking engine or diesel oil. Affects Ford/VW/Peugeot
2. Over tightening – of solenoid terminals, especially the small one!
3. Bad Connections – always check terminals and earths are good and clean
4. Belt Slip – highlighted by excessive dust on the front of the alternator, or on the fan.
5. Burnt Pins – check the old unit, the plug will need replacing if the pins are burnt.
6. Locating Dowel – Failure to replace the dowel will cause screeching when started

Here at Autoelectro we 100% check every unit before it leaves the factory, so if you get a no charge or no start fault upon fitting, it is highly unlikely that the unit will be faulty. If in doubt check the above list first!

VW FREE FLOATING STARTER MOTOR AND BUSH

Free floating or snoutless starter motors have an extended armature shaft assembly. When mounted to the vehicle the shaft is supported by a bush located in the gearbox housing.

All free floating starter motors are now supplied with a new bush. Please ensure that the old bush is removed and that the new one is fitted before fitting the new starter motor. Failure to replace the bush may result in sluggish operation and overheating leading to premature failure of the starter motor

WATCH OUT FOR NOT REQUIRED UNITS RETURNED BACK TO YOU!

We are increasingly having units returned that are no longer required. These must be checked thoroughly before you take them back as they might have been fitted and taken back off since the unit may not have cured the original problem. It is then cleaned and returned back to you for a refund. Always look for signs of fitment before a unit is accepted back because it may have been tampered with or indeed blown/damaged particularly if there is another fault on the vehicle.

**LOOK OUT FOR OUR ALL NEW EASY
TO USE 2004/2005 STARTER MOTOR
AND ALTERNATOR APPLICATION
GUIDE – OUT NOW!!!
WITH OVER 100 NEW PART NUMBERS
AND TECHNICAL INFORMATION**

**RING OR FAX TECHNICAL FOR FURTHER HELP
Tel: (01274) 656101 Fax: (01274) 656622**

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