

Did you know...?

You can cross reference OE part numbers on our website, by clicking on the X-Ref icon on the right hand side.



Did you know...?

Autoelectro is now in its twentieth year, and that we are now one of the oldest established full line remanufacturer of Starter Motors and Alternators in the UK

AUTOELECTRO

Starter Motors & Alternators
Since 1986

Technical Bulletin 9

BROKEN NOSE....BUT HOW?

One known failure on starter motors is a broken nose housing, and this happens on certain applications such as Vauxhall, Fiat and VW in particular. The most common causes for this failure are a vehicle timing problem, sometimes due to a faulty sensor and this usually results in a clean break, or the starter being cranked whilst the vehicle is already running, or if the starter has been left loose or come loose. The chances are if a starter is found to have its nose housing broken, a vehicle fault needs investigating. Part numbers largely affected include AES1207, AES9189, AES1246, AES1247 and AES6162.

AES2202 STARTER MOTOR AND DMF FLYWHEEL FAULT

On the above part number there is a common vehicle fault on the DMF flywheel causing it to break up and cause premature failure of the Starter Motor, it is also important that if a new DMF flywheel is fitted, that all the broken parts of the old DMF flywheel are thoroughly cleaned out, because this will again cause failure of the Starter Motor prematurely.

CHECKLIST BEFORE FITTING A STARTER

1. Read any warranty notice enclosed
2. Ensure the battery is fully charged
3. Ensure that any oil or water leaked have been rectified
4. Check the ring gear is not worn
5. Check the old Starter Motor for signs of a vehicle problem
6. Ensure the ignition switch operates correctly

VAUXHALL 1.7 DIESEL STARTER MOTOR IS IT ISUZU OR GM?

Many customers end up ordering the wrong starter motor for the MK4 Astra 1.7TD/DTI 1998 onwards, and this is usually because the customer will say that the engine has GM on the top! This has caused confusion over which engine is actually fitted, and the Isuzu engine also says GM on the top. The simplest way to tell is that if the Alternator has a vac pump fitted at the back, and has a poly V belt then it is an Isuzu engine, and the part number needed is AES2224, for a small Hitachi unit, rather than AES6157, which is a larger and longer Bosch unit.

CHECKLIST BEFORE FITTING AN ALTERNATOR

1. Read any warranty notice enclosed
2. Ensure the battery is fully charged
3. Ensure you have a good earth and feed
4. Remember where you took the connectors from
5. Check the old Alternator for signs of corrosion, oil ingress, and belt slip
6. Change any corroded terminals
7. Ensure any oil/diesel leaks have been rectified
8. Replace any worn, damaged, glazed drive belts
9. Check the battery light on the dash operates correctly

RING OR FAX TECHNICAL FOR FURTHER HELP

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