

VOLVO S60 - Lumpy tick-over and into Limp Mode

The owner of this 2001 Volvo S60 2.0l had been experiencing a problem with a lumpy tick-over for some time now, but things were getting worse. Then the motor was suffering from lack of power and the reduced power warning light showed up on the dash.

He had used a fuel additive when the problem first developed, but this had no effect on the running. We code read the system to reveal that the problem was due to the electronic throttle body. These can be repaired and so the customer agreed that we should keep the car for a while, remove the throttle body and send it off for repair.

The throttle body is not the easiest to access, and is hidden under the inlet manifold. This means that the manifold needs to be removed before being able to disconnect the throttle body unit. Once the metal fuel supply pipes are removed, the coolant union and vacuum hoses need to be disconnected to enable the unbolted manifold to be manoeuvred out of place.



The throttle body sits below the manifold and can only be accessed once the manifold is off

It is then a simple job of disconnecting the throttle body connecting plug and undoing the four securing bolts. The unit was then sent off for repair.

When the unit was returned to us it was refitted, the codes cleared, and the Volvo now ran perfectly.

Rover 75 - Exhaust downpipe disaster

As soon as this 2004 Rover 75 was bought in with a blowing exhaust, I knew it was going to be a problem. I can only blame myself for the ensuing fun and games in rectifying the problem.

The exhaust leak was from the joint between the catalytic converter and downpipe, and it was clear that the gasket needed replacing.



Once the studs had sheared off they needed to be drilled out

I looked at the securing nuts and decided to try and undo them. That was the big mistake. I had applied a penetrating fluid in an attempt to free off the nuts, but this did not help.

The first nut I attempted to undo sheared. Not content with shearing the first one off, I believed I may have better luck with the second one, but of course I didn't. I now had two sheared studs that needed to be drilled out.

The good news was that both studs were accessible from the back of the flange meaning that once drilled a new bolt could simply be pushed into place. What I should have done of course was to cut up through the side of the corroded nut, allowing it to be removed from the stud. This would have been far quicker and easier than drilling out of the old stud.



Stephen Rothwell

Skoda Roomster - Rear hatch closing problems



The rear hatch catch is electrically operated and has no mechanical connections

However firmly the owner closed the rear hatch on his 2007 Skoda Roomster, it would occasionally just pop open whilst driving along. It never actually flew up, but would just illuminate the warning light on the dash. The owner got to the stage where he would just ignore the red light until the next stop, and then close it down again.

Problems rarely fix themselves, and the fault developed to the point where the hatch would no longer close properly. At this point, the owner decided it was time to get it fixed.

The rear hatch catch on the Roomster is completely electric and had no mechanical connections at all. The rear trim panel is removed by gently prising off the securing clips, revealing the catch and electrical connector. Disconnecting the electrical plug, we discovered that the catch still would not lock into position, so a new part was ordered. Held in place by three securing bolts, the catch was easily replaced. The unit was not pricey and with the catch replaced, the owner was pleased that he had finally had the job done