



# SMART CHOICE



The leading automotive parts distributor in Europe Issue 32

## 12V Graphical Battery Analyser with Printer (RBAC700)



- CCA**  
40-500  
100-2000  
Battery Ranges
- 12V**  
SIL AGM  
Battery Type
- Multi-function
- Diode Ripple Test
- x80**  
Results Storage
- USB Compatible

## Under Bonnet Lamp (RUBL100)



- 1000 lumens**  
Light Output
- 6.5 HR**  
Charging Time
- 1.75m**  
**1.2m**  
Extendable Arms
- Multi-angle
- Li-Ion**  
Li-Ion Battery
- 15 HR**  
Operating Time

## MAGflex Twist (RIL3600HP)



- 250 lumens**  
Light Output
- Multi-angle
- 4.5 HR**  
Charging Time
- Magnetic
- 3 HR**  
Operating Time
- Li-Ion**  
Li-Ion Battery

## ProStart ULTRA Powerpack (RPP1400)



- CA**  
700A  
Cranking Amps
- 12V**  
Voltage
- 4.0L**  
Max. Engine Size (diesel)
- 5.5L**  
Max. Engine Size (petrol)
- 1860A**  
Peak Amps
- Cu**  
25mm<sup>2</sup>  
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### Hella Gutmann Diagnostics p17

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## HGS Data



### Silencio Wiper Blade OFFER p3

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Terms & Conditions apply. See p3



Valid 1<sup>st</sup>-30<sup>th</sup> Sept '16 only

FREE

### BTN Turbo - 100% OE p12

## FREE Jacket\*

when you buy a BTN Turbo from your local branch



Valid 1<sup>st</sup>-31<sup>st</sup> Oct '16 only





## TRICO Wiper blades - available now from your local branch

OE Wiper blade manufacturer TRICO has three ranges of blades available now from your local branch.

Exact Fit is a 'direct replacement' range of blades with 99% vehicle coverage. These blades are straight out of the package and onto the vehicle – they have the correct connector pre-assembled so there is no fumbling to try to fit loose connectors or work out which adaptor is needed! Manufactured on TRICO's OE production line to OE specification they offer the same fit, style, function and performance as the original equipment blades. Made from quality natural rubber and high-strength steel the range includes beam, hybrid and conventional blades along with a complete range of speciality fit rear screen blades, in handy single wiper packs.

Flex is TRICO's range of universal multi-clip blades. Modern beam technology allows a small range to replace all modern common beam blades as well as upgrading older style conventional blades - offering the improved performance of a modern blade. From 350mm to 800mm it is an ideal range for you to stock with only 14 blades offering 97% coverage.

The TX range is a speciality CV range from TRICO that includes LCV conventional and beam blades. Heavier gauge steel and longer lengths accommodate all CV needs up to 1000mm and adaptors are available for the widest vehicle coverage.

For almost 100 years, TRICO has been one of the world's largest manufacturers of wiper blade products and systems with major operations across the globe. TRICO develops advanced wiper technologies for automotive manufacturers and drivers worldwide. Every wiper blade is designed with leading innovative technologies to ensure maximum durability and improved visibility.

Call your local branch to order TRICO wiper blades and to enquire about TRICO wiper motors and washer pumps.

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seeing you through.

## PSA 1.6 HDi engines: Proceed with caution!

The PSA 1.6 HDi turbocharged engine is fitted to several Peugeot, Citroën, Ford, Fiat, Volvo, MINI and Mazda models, 2004>. A potential issue that affects the turbo has arisen that can be avoided if the correct procedures are followed when it is fitted:

**Carbon deposits:** Usually strong, reliable performers, we've experienced a high return rate of turbochargers from these engines. The primary cause is engine-related carbon build-up - carbon deposits circulate in the lubrication system leading to premature failure.

**Critical instructions:** To minimise the risk of failure caused by carbon deposits **IT IS VITAL** you follow the procedures in our Critical Instructions on the Vehicle Alert section in Turbo Tech at [www.bnturbo.com](http://www.bnturbo.com). Links also appear when clicking on any relevant application in our online catalogue.

**A clean lubrication system is essential:** Complete cleanliness of the lubrication system is always essential whenever you replace a turbo but it is of **PARAMOUNT IMPORTANCE** when working on the PSA 1.6 HDi engine. As the oil feed pipes are especially vulnerable to blockage, this turbo always comes with replacement oil feed pipes and fittings and these **MUST BE USED**.

Carbon deposits are very difficult to eliminate from this engine, so despite best efforts, failure may occur. Buying a BTN Turbo ensures the best chance of success. Order from your local branch.



## Update ECU software to avoid repeated EGR Valve failure

Before fitting an EGR valve be aware that the failure of the original EGR valve may have been caused by the ECU closing the valve too quickly.

OE updates to ECU software could prevent the failure. Please ensure a vehicle is running the latest software updates BEFORE fitting a new EGR valve as otherwise the new EGR may also fail. Failures and consequential losses caused by this issue are not covered by warranty.



## BTCC Season

Two BTCC meetings (Snetterton and Knockhill) have taken place since Smart Choice 31. Matt Neal of Yuasa Racing has performed strongly, moving up one place, back to 2nd in the BTCC 2016 Championship standings with 222 points, only 9 points off the lead.



Gordon Shedden (Matt's team-mate and last year's BTCC Champion) has stormed back to 4th place (191 pts) from 9th when we last wrote.

WIX Racing's Adam Morgan sponsored by FAI has slipped to 11th place (158 pts) while Laser Tools Racing's Aiden Moffat has recovered two places to 16th place (63 pts).

Kärcher sponsored Handy Motorsports driver Rob Austin has gained a place to 14th (97 pts).

Power Maxed Racing's Hunter Abbott stays in 21st (24 pts), joined on the points table by team-mate Dave Newsham who chalked up 16 points with strong performances (7th, 14th and 11th) at Knockhill putting him in 24th place.

Three meetings remain in the 2016 BTCC season - Rockingham (27/28 Aug), Silverstone (17/18 Sep) and finally Brands Hatch GP (1/2 Oct). You can catch these live on ITV4, or why not go along for a fun weekend.

Smart Choice Issue 32 Terms & Conditions: Offers end 31st October 2016. All offers subject to availability and change without notice. Certain featured products may not be stocked by all IFA Members. Call your local IFA Member with any stock or pricing queries. These offers cannot be used in conjunction with any other offer except at the discretion of your local IFA Member. All prices shown are exclusive of VAT. Pictures used are for illustrative purposes only and products are not shown at actual size or to scale. All product/marketing claims are the responsibility of the company on behalf of whom they are made and are not the liability of the IFA or its agents. E & OE.

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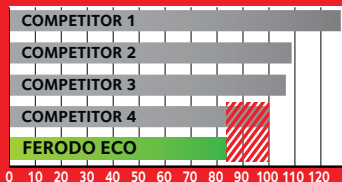
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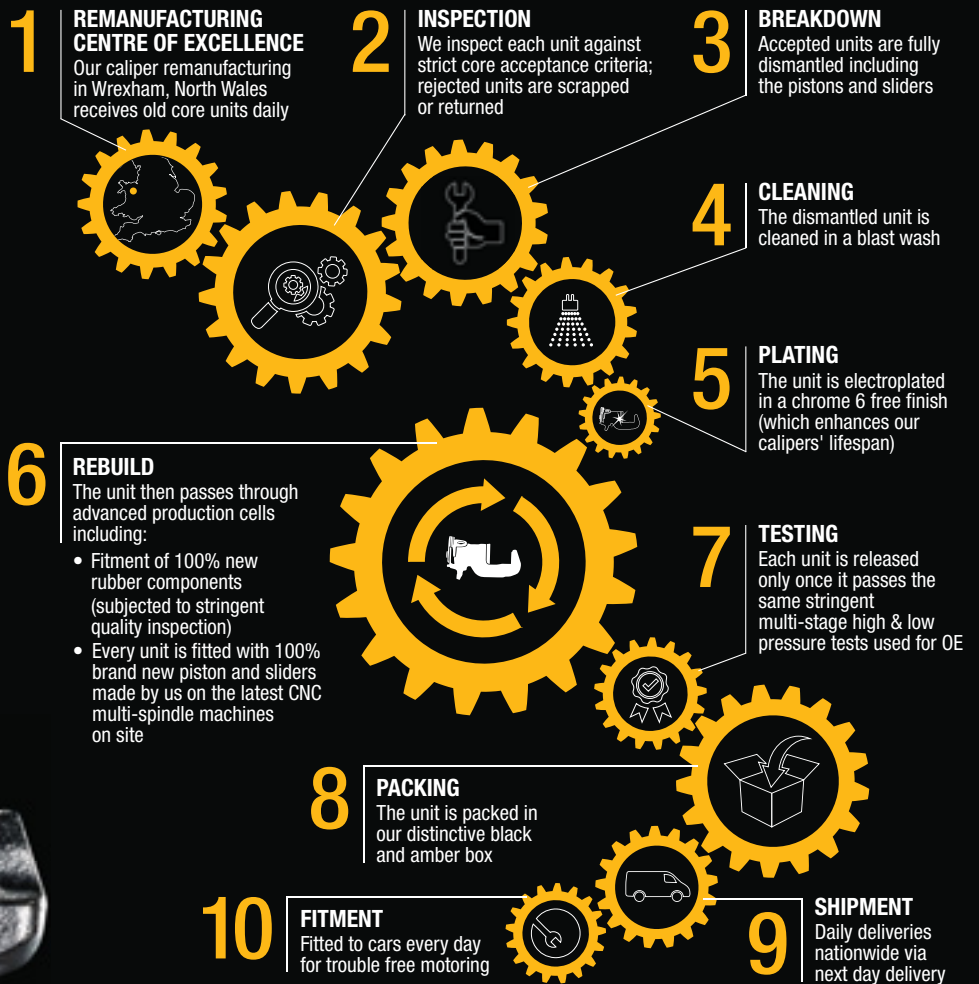
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## TECHNICAL TIP

### Identification of Ford Mondeo Calipers

**Issue:** There has been some confusion trying to identify calipers CA2076/R from CA2242/R (Mondeo 10/00>08/04). Cast numbers are not helpful in this situation, as both units have the same numbers (Y01134/Y01135).

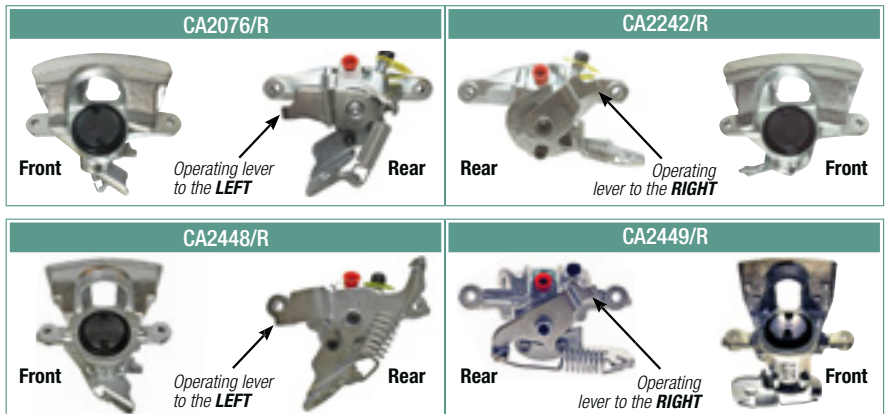
The **ONLY** difference in these calipers is the mounting for the handbrake levers as shown alongside.

The same confusion has arisen in trying to identify calipers CA2448/R from CA2449/R (Mondeo 09/04>).

**Solution:** Look at the **REAR** of the caliper (see alongside):

If the operating lever for the handbrake is to the **LEFT**:  
 - for Mondeo 10/00<08/04 the caliper is CA2076/R  
 - for Mondeo 09/04> the caliper is CA2448/R

If the operating lever for the handbrake is to the **RIGHT**:  
 - for Mondeo 10/00<08/04 the caliper is CA2242/R  
 - for Mondeo 09/04> the caliper is CA2449/R



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THE ORIGINAL

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If you want to know more about the MANN+HUMMEL acquisition, please visit [www.wixeuropa.com](http://www.wixeuropa.com) or **contact your local branch.**



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### Clutch Kit (ADN130221)

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## Nissan Micra II - Engine overheats and loses power Have you considered the flywheel?

There are numerous (well recorded) examples of engine overheating and power loss in some **Nissan Micra II** models attributed to a range of causes, when the true cause is actually a flywheel defect - wear causing incorrect ignition timing.

Here we look at the symptoms you may encounter and the checks you can carry out with an oscilloscope that will reveal if there is a flywheel defect. If such a defect is verified the solution is simply to replace the flywheel with a modified version, available from your local branch.

### SYMPTOMS

A car that was examined in the Eure!Tech workshop exhibited the following symptoms:

1. Incorrect ignition advance
2. Power loss
3. Engine overheating
4. Engine seizure

### CHECKS

This collection of symptoms offers a wide range of diagnostic possibilities, but in this case they were caused by a problem with the flywheel and here we describe how to confirm it:

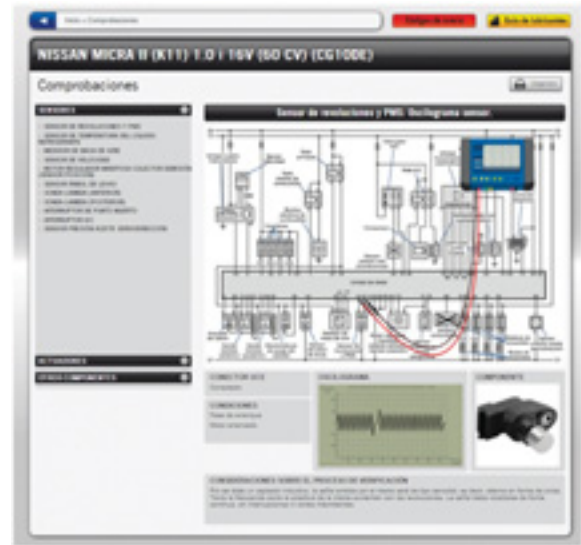
(Note: This tip applies when the engine's coil control system and rpm sensor are in a single assembly)

- Use an oscilloscope to examine the ignition peaks in the integrated rpm sensor to see if synchronisation with the camshaft sensor is correct
- Again using the oscilloscope, check the synchronisation of the crankshaft rpm sensor with the camshaft sensor

We connected oscilloscope channel 1 to the camshaft sensor signal (CH1-> C1 or CH1-> on pin 2 of the component) and channel 2 to the rpm signal sensor signal (CH2-> B3 or CH2-> on pin 1 of the component)

The signal image (Figure 1) indicates that the camshaft is operating out of range - incorrect synchronisation is seen during the starting phase. Note that the signal varies depending on the origin of the fault.

Figure 1: Location of the rpm sensor terminals



### SOLUTION

Having confirmed above that the problem is the synchronisation, access the flywheel and replace it.

Replacing the flywheel with a modified version resolves the problem.

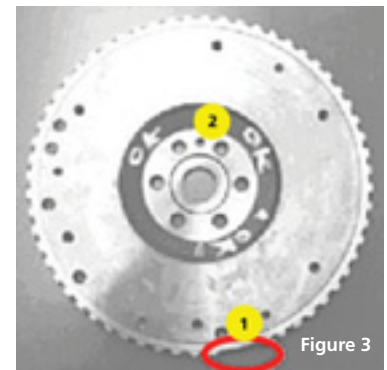
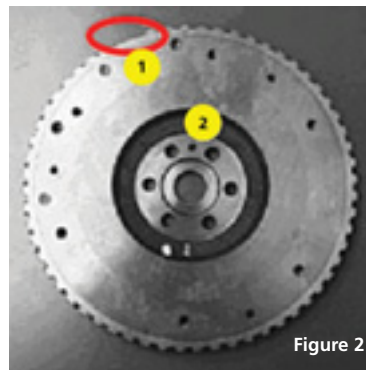
Contact your local branch for the tools and equipment needed to complete this fix.

### INTERESTED IN INCREASING YOUR SKILLS?

Eure!Car Masterclasses offer you an opportunity to keep your skills up-to-date with the latest technological developments. Practical sessions give you the chance to work on our exclusive 'naked car' under the supervision of an expert trainer, fixing pre-programmed faults.

Call your local branch to enquire about the next Eure!Car Masterclass in your area.

Note: In Figure 3, the teeth are correctly aligned to the shaft. Compare this with Figure 2 where the teeth are incorrectly aligned.



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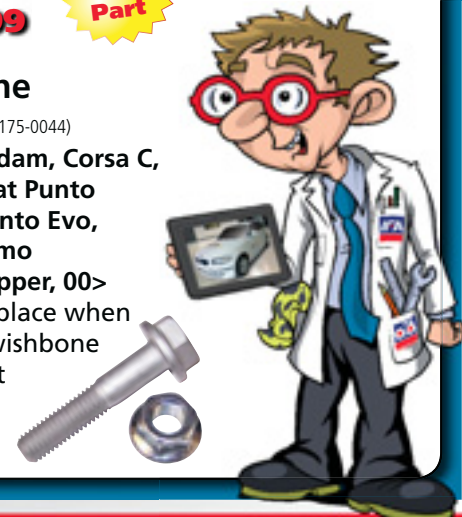


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\*Source: Met Office

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<sup>‡</sup>Blue BS6580 offers freezing protection to -65°C

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BTN Jacket Terms & Conditions: Receive a FREE BTN Regatta jacket with each BTN turbo purchased from your local branch between 1st & 31st October 2016. When ordering, please specify size required from M/L/XL/XXL & note that sizes will be subject to availability. The jacket will be delivered with the turbo. Returns do not qualify; if returned, a turbo purchased in the promotion must be accompanied by the jacket, or a deduction will be made from the credit. Account holders only; to apply for an account contact your local branch. Jackets are subject to availability, while stocks last. BTN Turbo reserve the right to offer an alternative of equivalent quality. The promoter is BTN Turbo, BTN House, Unit 2, Zodiac Park, High Rd, Cowley, Uxbridge, UB8 2GU.

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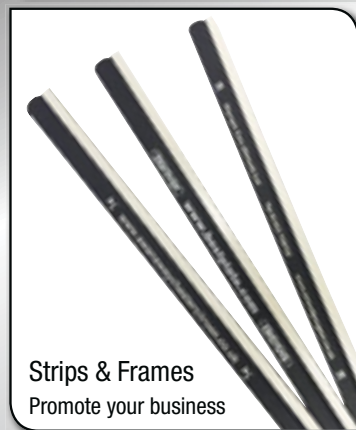
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\*DE/3222  
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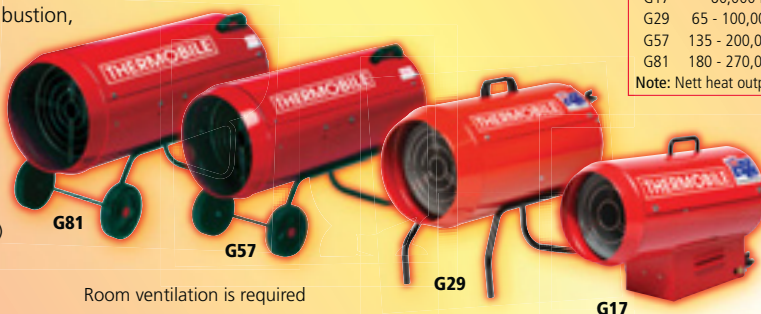
\*Offer available when trading in any emissions analyser. Voucher valid only when purchasing a new Hofmann emissions analyser with a 'peace of mind' or service contract (voucher has no cash equivalent). Offer ends 31.12.16 and is subject to change without notice. Serial plate of trade-in unit will be removed.

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Model	Nett Heat Output	Heated Air Flow	Consumption
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G29	65 - 100,000 Btu/hr	800 m3/hr	1.4 - 2.0 kg/hr
G57	135 - 200,000 Btu/hr	2100 m3/hr	2.9 - 4.1 kg/hr
G81	180 - 270,000 Btu/hr	2100 m3/hr	3.9 - 5.6 kg/hr

Note: Nett heat output is maximum & consumption approximate

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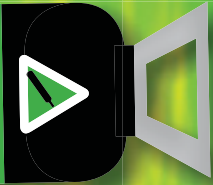
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- Torch
- Mixer
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- Nozzles & accessories

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10 litre **ONLY £499**

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A fully featured machine with a comprehensive range of adapters enabling connection to most transmission units, including double clutch & CVT types

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