

Issue 25



WIRED

1st April 2016

EURO CAR PARTS PRODUCT NEWS



WIRED

“If you start by promising what you don't even have yet, you'll lose your desire to work towards getting it.”



Superchips



Diesel Injector Tester



Spotlights



Water Wetter



AS Cats



Performance & Styling



Twin Clutch Systems



Wired Competition

Superchips

Bluefin plug 'n' go engine tuning technology



Bring your car alive and maximise the performance of your vehicle. No mechanical or technical skills required. Just simply plug-in and go. More than 500,000 cars having benefited from Superchips enhancements.

Can I use my Bluefin on more than one vehicle at a time?

The Bluefin is designed to become tied to one vehicle and, therefore, cannot be used on two vehicles at the same time.

Why does my car need Bluefin?

In today's market with soaring fuel prices, a Superchips remap means IMPROVED FUEL ECONOMY as well as improved performance – saving you money in the long run. You don't put limits on your life, so why have them on your car?

Every Bluefin optimisation delivers:

- an engine that responds more eagerly to your right foot
- smoother power delivery making town driving much easier with fewer gear changes
- improved acceleration for safer overtaking

Typical Results:

For Non-Turbo petrol cars:

- Up to 10% more power
- Increased throttle response

For turbocharged petrol cars:

- Up to 20% more power
- Up to 25% more midrange torque

Superchips carefully matches increases in turbo boost pressure with the remapped ignition timing and fuelling. It doesn't affect reliability or the life of the engine

For turbocharged diesel cars:

- Up to 30% more torque and more power
- Fuel economy improvements

Buy with confidence

Bluefin is designed by Superchips Ltd. the UK market leader in engine performance improvement. You can be confident that bluefin will dramatically improve your vehicle's performance with the reassurance of:

- Supplementary warranty for complete peace of mind
- Lifetime guarantee (In the unlikely event of product failure we will replace all bluefin)

Returns/Credits

Before a Bluefin unit is credited, its needs to be sent back to Wembley FAO David Kracke to make sure that the car in which it was bought for, has been returned to standard spec. If the unit is found to have the original map still on the Bluefin unit (i.e the vehicle is still remapped), NO credit will be given and the unit will be returned to branch to give back to the customer.

If you have any queries, please contact Miles Corrick or David Kracke in the Performance Team, who will happy to help on performance@eurocarparts.com

Spotlight on....

Mini Hatchback 2006-2010 With OE Xenon Headlamps

Please be aware – the original design headlamps fitted in vehicle production from 2006 to 2010 model year are unavailable from OE manufacturer, and out of production since 2010. Only the later version headlamps from 2010 are now produced. These now supersede the previous headlamp versions but the mounting points for ballast units are different.

ECP PART NUMBERS AFFECTED

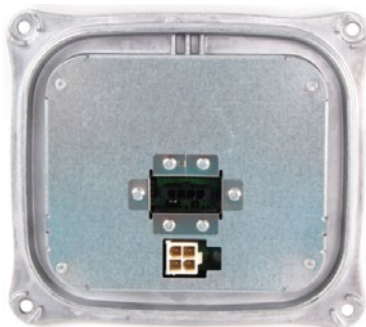
**4711 20 150, 4711 20 160, 4711 20 170,
4711 20 180, 4711 20 43, 4711 20 44 –
all by OEM Automotive Lighting
(Magneti Marelli).**





2006-2010 cars and original headlamps

The ballast unit has a 4-point mounting.



This ballast unit must be discarded when headlamp is replaced by the later versions.

The replacement ballast unit has a 3-point mounting, which should be installed on the replacement headlamp. The ballast is ECP Part No. 480110100.

One ballast unit is required per headlamp. This is to be supplied additionally to the headlamps and is chargeable. The same situation applies to a Mini dealer performing headlamp replacement for 2006-2010 models.

2010 cars onward and original headlamps

The ballast unit has a 3-point mounting.



The original ballast unit can be reclaimed and installed on the replacement headlamp.

For 2006-2010 cars, please inform the customer of the necessary additional ballast unit when headlamps are replaced, and the cost.

There is no alternative – but authentic OE headlamps and ballasts are MUCH cheaper from us at ECP.

If you have any queries please contact Chris Curtis on CCurtis@autoclimate.com who will be happy to assist.

New to Range

AS Cats – Now available to order from Klarius

For a number of years AS has been one of the Key suppliers to our REACT range of Catalytic Converters and DPF's. AS is a Spanish supplier that have been supplying Type Approved Cats in the European and UK markets for a number of years.

Key Facts

- Fully Type Approved
- Full 2 year Warranty
- Market Leading Range
- 90% of production is Exported

They have an aggressive development programme and have developed many numbers that are just not available from UK Suppliers. They are also about to release around 50 Euro 5 Emissions part numbers. They have also have just introduced a range of Diesel Particulate filters.

Stock of this product was previously kept at NDC, but due to space constraints the product is now kept at Klarius' Distribution Centre at Cheadle, Stoke on Trent.

This product can now be ordered through K8 in the same way that Klarius parts can be ordered through K8 by 'PUR' ing them and will be delivered next day with your Klarius delivery. You can check availability via the Klarius stock file on ECPedia

Any queries, please contact Paul Reynolds
on Cisco 7044192 or paul.reynolds@eurocarparts.com



Twin Clutch Systems

2ct is coming your way

Direct Gear Selection has now been on the market since 2003 in 2 different formats.

The earlier type is known as a “WET TYPE” 6 speed clutch as it runs immersed in Gear oil. The requirement to change this type of clutch is small as it rarely wears out.

The later type is known as a “DRY TYPE” clutch as it resembles a traditional clutch plate assembled in a steel cartridge (as per the diagram above).

Both Types of Gearbox operate in a similar way; having two input shafts (One Solid, running down the centre of a hollow Shaft). The Solid shaft runs gears 1, 3, 5 & 7. The Hollow Shaft runs Gears 2, 4, 6 & Reverse. The Clutch kit is running both plates and switches from one to the other in drive terms within a few milli-seconds, making the gear change very smooth and swift. As the “wet type” clutch rarely needs changing, these are not usually available in the aftermarket, and training for this type of clutch is not yet available. However, the oil **MUST** be changed every 40,000 miles. **YOU COULD DO SOMETHING HERE WITH THE** oil change kits The “dry type” clutch requires specialist training available through Euro Car Parts and LUK, this training comes as an IMI certificated course, specialist tools are also required. Both types are used in conjunction with a DUAL MASS FLYWHEEL.



This DMF fails with the same regularity as a normal DMF, and can be easily changed by plugging both “Breathers” (oil **MUST NOT** be lost during this procedure) and removing the Gearbox. The Clutch kit is pressed onto the input shaft in both cases and is not bolted to the DMF. The “Wet Clutch”

is driven by a short, splined, stub shaft in the centre of the DMF. The “Dry Clutch” is driven by way of a Toothed Cog around the middle of the DMF. As long as the Clutch Kits are not disturbed, replacement of the DMF is an easy operation.

If the Clutch is removed, then it **MUST** be replaced with a new kit. New electronic motor operated systems for the “dry type” are already on the market for VAG Gen 1 and Gen 2, Renault & Ford and again, training is available for the replacement of all these clutches.

If you have any questions regarding Twin Clutch Technology, Please contact your Field Based Specialist.

Common Rail Diesel Injectors

118 Diesel Injector Tester

The testing of Common Rail Diesel Injectors had historically been a closed shop to garages and a quick money spinner for Diesel specialists. The outlay required for sophisticated test benches to accurately test and report on Injectors ran into tens of thousands of pounds and was never considered a feasible proposition to garages. Garages would have to rely on their local Diesel specialist to test injectors at inflated prices and quite often with long lead times of 24-48 hours before receiving a result.

Fast forward to 2016 and Bosch has moved the goal posts with their game changing EPS 118 Diesel Injector Tester. The EPS118 has been specifically designed for garages, allowing for simple, fast and accurate injector testing at an affordable price. The EPS118 gives control back to the garage. No more having to ferry Injectors down to a diesel specialist and having to chase them with call after call for a test result. The EPS118 complete with a intuitive user friendly GUI, requires minimal training, and although both robust and feature rich requires minimal space. The EPS118 allows for the testing of 95% of all common rail diesel injectors (passenger cars) across the 4 major manufactures of Bosch, Delphi, Denso and VDO/Siemens. An adapter can also be purchased to facilitate the testing of light commercial vehicles if required. Critically the EPS118 can also test Piezo type injectors which most diesel specialists will levy a higher charge for testing.

Average calculations indicate that testing just 6 injectors a week would provide a ROI on the Bosch EPS118 inside 1 year!





BOSCH

Invented for life



EPS 118 common-rail injector tester at a glance:

- Precise and fully automatic injector testing
- Simple and fast setup
- Intuitive operator interface (touchscreen)
- Covers a wide range of injectors (including Bosch, Continental, Siemens, Delphi, Denso)
- Database with test values (Bosch and other manufacturers)
- Additional injector-specific information
- Display of spray pattern at all pressures
- Easy display of test results for workshop and customer
- Report printout
- Space-saving benchtop unit (60 x 60 cm)

Advantages for the workshop:

- Entry-level opportunity for CR injector testing
- Saves time and money compared to outsourcing for testing
- Easy to operate even without previous experience
- Fast identification of defective injectors
- Unbeatable prices
- The ability to offer a local trade service for earlier adopters.
- Report printout makes it easier to convince Customers

If you have any queries please contact Vinny Patel on v.patel@eurocarparts.com who will be happy to assist.

New to Range

Redline Water Wetter

Firstly we bought you Evans Waterless coolant. Now we bring you Redline Water Wetter.

FWhat is Water Wetter?

Redline Water Wetter is a unique agent for cooling systems that doubles the wetting ability of water. It works by reducing or eliminating bubbles or vapour barrier that form on hot metal surfaces to reduce coolant temperatures by up to 20°

Why Use Water Wetter?

- Rust and corrosion protection allows for use of straight water in racing or reduced antifreeze levels in warm climates
- Improves heat transfer and reduces cylinder head temperature
- May allow more spark advance for increase power and efficiency
- Use one bottle for most passenger cars and light trucks, treats 3 to 5 gallons or 13.2 to 15.9 litres. Vehicles with larger cooling systems should use two bottles
- Compatible with new or used antifreeze (including DEX-COOLTM and long-life versions) to improve the heat transfer of ethylene and propylene glycol systems
- Satisfies ASTM D2570 and ASTM D1384 corrosion tests for glycol-based antifreezes
- Designed for use with all modern aluminium, cast iron, copper, brass and bronze cooling systems
- Cleans and lubricates water pump seals
- Reduces cavitation and complexes with hard water to reduce scaling
- Does not lower cooling system below the thermostatically-controlled temperature

How do I get it?

Order part number 993778201. Stock will be at Wembley and NDC.

If you have any queries, please contact Miles Corrick or David Kracke in the Performance Team, who will happy to help on performance@eurocarparts.com



Performance & Styling

Same day service on key Performance and Styling parts now available. We are pleased to announce that the majority of our P&S product range has now been moved to the NDC and New Generation Hubs. Up until recently the product range had always been held at Wembley causing constraints on speed of supply.

Our Inventory team and NDC team has been beavering away to make room for the stock and take on the tricky task of relocating it.

So what does this mean?

We are the only company in the P&S industry sector to have the unique selling point of fast and free same day to trade service. Main group products such as Apex, EBC, H&R, K&N and Powerflex are now just an NDC or New Gen Hub VOR away from your branch.

Also certain popular products (New Gen Hub Stock) will soon become available as Click and Collect products!

You now have the option to service performance customers well and also upsell regular customers to performance parts.

If you have any queries, please contact Miles Corrick or David Kracke in the Performance Team, who will happy to help on performance@eurocarparts.com



Wired Competition

Want a chance to win a Tom Tom Bandit Action Camera? All you have to do is answer all questions correctly in the pop quiz, and email your answers to wired@eurocarparts.com and one lucky winner will be picked at random. All questions are related to this issue of Wired. All answers must be submitted before 13th April 2016. The winner from Wired 24 was Laura Green.



WIRED POP QUIZ

1. How much power can a Non-Turbo petrol car gain from Bluefin?
2. What is Water Wetter?
3. Where can you check the availability of the Klarius stock file?
4. Direct Gear Selection comes in how many formats?
5. What are one of the benefits of the 118 Diesel injector tester?
6. On average how many testing's a week would provide ROI (return on investment) on the Bosch 118 in a year?