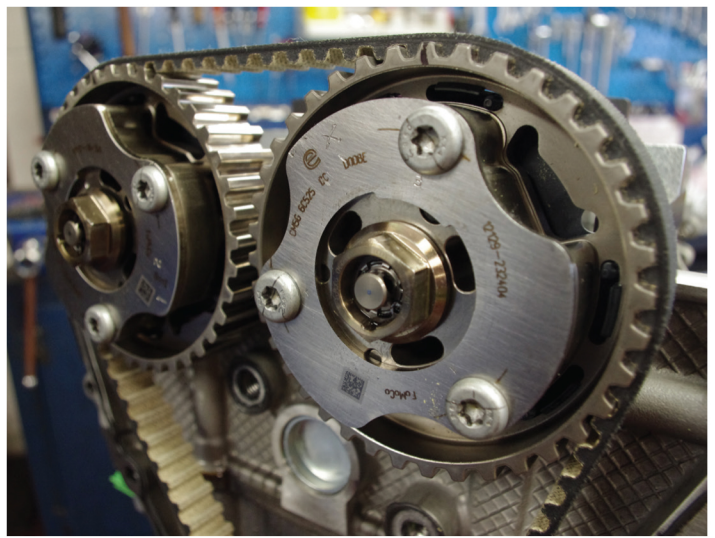


DON'T SETTLE FOR SECOND BEST – BUY 'REMAN'

When it comes to problems with engines, cylinder heads, turbos and gearboxes, there's nothing worse than your pride and joy being off the road and the prospect of a major expense. You may be tempted to search online for reconditioned items but why settle for second best when there's a remanufactured solution?



Ivor Searle has been at the forefront of engine and major unit remanufacturing for over 70 years. The business says that even the motor trade gets confused about the differences between remanufactured and reconditioned and there are many. At this year's Land Rover Owner International Show, experts from Ivor Searle are on hand to give show goers the best advice when it comes to solving engine, gearbox or turbo related problems for classic and later Land Rover models.

Put simply, a reconditioned engine is one that has been stripped down either partially or fully, cleaned and possibly had some damaged components replaced prior to being rebuilt. It's not always the case, however, that the engine has been disassembled but the term is still used.

In marked contrast, a remanufactured engine, cylinder head, gearbox or turbo has been returned to the vehicle manufacturer's original factory specification through an extensive, audited process. As a result, remanufactured units provide levels of performance, reliability and lifespan that are equal to and, in many instances exceed, those of the original.

Of great importance is the fact that a remanufactured engine must conform to BSI AU 257:2002. This is a British Standard Automobile Series Code of Practice that applies to the remanufacturing of internal combustion engines. This standard, which Ivor Searle helped to develop, fully details the procedures and operations for the remanufacturing of both spark (petrol) and compression ignition (diesel) engines.

These processes include the detailed inspection and checking of components against manufacturer tolerances. Key parts, including pistons and ring sets, big and small end bearings and bushes, as well as gaskets, seals, timing chains and drive belts are all required to be renewed, while items such as tensioners and dampers are also inspected and replaced if necessary.

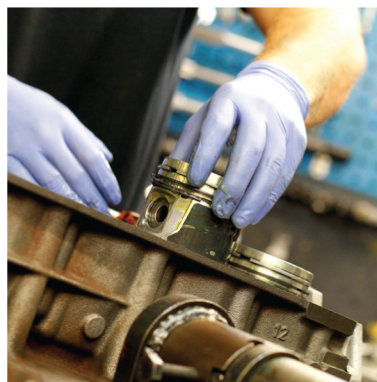
Further important operations, such as intensive cleaning, crack testing machined components and the deburring of reworked oil pathways are also undertaken to ensure the original specification of the engine is achieved with full reliability.

In addition to having all key clearances, tolerances and end floats checked after assembly, the standard also requires remanufactured engines to be checked for oil pressure and compression.

For added peace of mind, remanufactured engines built by Ivor Searle also have their own unique serial number, which provides an audit trail for all components that have been renewed, as well the remanufacturing completion date and test records. The business also offers an unbeatable warranty service on all its products.

Ivor Searle sells remanufactured engines, cylinder heads, gearboxes and turbochargers for up to 40% less than buying brand new. It sells only through approved trade outlets, so members of the public are invited to contact their nearest motor factor for prices. All units are fully tested before despatch.

For more information about Customer Own Units, where you have an engine or gearbox in need of remanufacture, please visit www.ivorsearle.co.uk Follow us on Twitter @ivorsearle



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