REPAIR for:

Sidelamp Bulb(s) Faulty, Left Tail Lamp Faulty, Right Tail Lamp Faulty, Directional Indicator Faulty, Left Hand Stop Bulb Faulty

<table>
<thead>
<tr>
<th>DIFFICULTY LEVEL:</th>
<th>****</th>
<th>SOLUTION/FIX:</th>
<th>*****</th>
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<tbody>
<tr>
<td>TIME NEEDED TO FIX:</td>
<td>30 - 60 Mins</td>
<td>Drilling, Wire Crimping, Tight Spaces, Plastic Clips</td>
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<tr>
<td>SELF REPAIR COST:</td>
<td>£2 + 1 Hour</td>
<td>Permanent Fix</td>
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<td>MAIN DEALER COST:</td>
<td>£220-£250</td>
<td>30 Mins per side approx.</td>
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<td>Basic spare parts required</td>
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<td>Usually replace the rear light units to clear the error</td>
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Description of the Fault:

You will notice this fault when applying the brakes or using the indicators (left or right depending on fault root)

These messages always come with a BEEP and display a fault message on the Message Display Screen.

The fault usually starts with the odd message and can go away for a few days or weeks until it finally occurs every time you use the indicators or press the brake pedal.

Cause of the Fault:

A short circuit from the car wiring harness (earth) to the rear light cluster. The wire used is very thin and possibly not up to the job. The earth pin on the plug seems to burn up causing a continuity problem to the cluster causing the car to have an intermittent connection to the cluster. This throws the faults listed above as the car self diagnostics thinks the bulbs are blown.

Tools Required:

10mm Ring Spanner (with open end too)
2 x Electrical Connector Blocks (1 per light cluster/side)
4mm Drill Bit (HSS/for metal)
Drill
Electrical Crimp Tool
Insulation Tape (electrical)
2 x Open Ended Crimp (blue coloured) (1 per side)
2 x Circle Crimp (1 per side)
2 x 240mm Earth Wire (1.5mm thick) (I used an old computer power lead and took out the earth wire)
Wire Cutters
Small Flat Screwdriver / Terminal Driver
The Repair / Instructions: Diagnosing the problem area

Step 1:

Remove the side panel by turning the plastic screws to the vertical position and pull the cover away.

Step 2:

You will now see the light cluster, wiring harness with plug (into the light) and if you look down between the rear storage basket and rear panel, you will see the current earth wire attached to the back panel of the car (factory earth point).

I kept my original earth point connected onto this point and just added a new Earth line into the car.

Step 3:

Remove the plug from the light cluster and inspect the pins carefully. Look for burning (discolouring around the pins/melting plastic). Mine was browning on “Pin 4”, the earth point.

If you don’t find a problem here on the plug, you need to check the actual cluster for problems. Check the plug and look for burning/browning again.

I had burning on both plug and cluster. See the image here ‡ “Pin 4”, the earth pin was burnt, clearly demonstrating an earth issue.

If you don’t have any signs on the cluster plug or harness plug, please repeat steps 1 to 3 on the opposite light cluster. If there is still no sign, I would still personally carry out this modification because it is 100% reversible back to how the factory arranged it before the car was sold. We don’t cut into the existing looms. At least you will be 100% sure that it is or isn’t this problem and again, it is 100% reversible.

If you have seen any burning issues, you are now ready to carry out the modification required to remove the error messages and fix the problem.

Before proceeding onto the repair, please ensure you have all tools above and please ensure that the vehicle is switched off with the keys removed from the car.

Only attempt this modification if you are competent enough to complete each step. Only you can be the judge of your technical / mechanical skills and www.407owners.com will not be responsible for any damage incurred to your vehicle as a result of following these simple repair instructions.
The Repair / Instructions:

Repairing the problem

You should now be in the position of having removed the harness plug from the cluster you are working on. The cluster should still be in situ.

Step 1:

This is a tricky procedure. You need to release the 5 retaining clips to allow the cluster to pull forward and out. Ease them out 1 at a time. I have highlighted in Red Rings where these points are on the image.

It is pretty difficult but just persevere with it. It will come out. Don’t rush it!

Step 2:

Once out, you will need to get your drill bit (4mm) and drill to make a small hole in the metal circuit board.

Step 3:

Make up a wire (240mm crimp to crimp).

Step 4:

Using one of the terminal block connectors and your wire cutters, remove all of the plastic from around the inner contact to leave the brass connector tube and screws only. Discard one of the screws and just remove the other to leave the base and screw separated.
Step 5:

Using your new earth wire, fit the screw through the looped crimp and push it through the hole you made with your drill into the metal circuit board of light cluster.

Then from the underside, use the base of the electrical contact and screw the screw in like you would for a nut and bolt. Make sure its hand tight only then slightly twist the connector on an angle as shown in the image.

Step 6:

Apply insulating tape to the rear of the light cluster (where the brass contact base will be showing). There is no risk of anything touching it but just to be safe really. I personally prefer to leave things safe for others in future and you never know what people will do to their cars at a later point. Be SAFE!

Fit the tape to the back as shown. All you are trying to do here is cover the brass contact.

Once you have done that. You are ready to fit the cluster back into the light assembly/lens.

Take your time to line the bulbs up and press into place carefully. Ensure your earth wire is free.

Step 7:

Undo the 10mm earth bolt.

Note: Don’t remove it, just loosen it off 4 or 5 turns to allow you to slide the “U” crimp behind it.

Once it’s behind and all the way down, re-tighten the bolt (tight).

Just give the wire a little tug afterwards to make sure it’s safely attached to the nut.
If everything is OK, WELL DONE! That’s the hardest bit out of the way.

Now just a simple mod to the plug (removal of the old earth wire).

Step 8:

Open the plug up (theres a push up ledge on the side of the plug). Its like a plastic wrap around. This will expose the wires and the release clips.
Step 9:

Using a small flat blade screwdriver, lift up “Pin 4” plastic release clip and pull out the metal connector and wire. Once you have done that, wrap some insulation tape around the wire and metal connector to the wiring harness (protecting it from any other wires). Plug it back into the light cluster once done.

That’s it.

JOB COMPLETE

Now, repeat on the opposite side to ensure there are no problems there. When I did mine, there were no signs of any problems. No burning, no errors etc. Within 1 week, the right side started to play up so it’s best really to replace both earth wires as it will surely start on the weaker side afterwards.

This modification is totally reversible. You can refit the original earth connector back into the OEM plug and remove your earth wire from the cluster and the earth point leaving it the way the Peugeot made it should you need to.

The other solution is to not carry out the mod and replace both back light units. At a cost of approx £250 for both lights from the main dealers, I would surely consider this modification.

You could always try local scrap yards/2nd user car part dealers for 2 rear clusters (providing you are not burning up on your plugs).