

AutoArt®

FITTING & TROUBLESHOOTING GUIDE: SIDE REPEATERS

Generally speaking, fitting lights isn't that complicated; then again, anything's easy if you know how! This little guide provides some general tips for fitting various types of aftermarket lights, and also what to look for to try and resolve a problem if things don't go according to plan.

It won't make you an auto electrician overnight, nor does it claim to cover every possibility, but if you're not sure where to start, it will certainly give you some ideas to work with.

Before you begin, please note that working on a car's electrical system can be dangerous – both to you and the car. If you are in any doubt about your ability to follow any of the techniques detailed below – don't! Rather seek professional assistance. This leaflet is offered as a guide only, and we cannot accept any responsibility if something you attempt goes wrong.



Side Repeater with screw fitment

Fitting tips:

- Most side repeaters are easy to remove and don't require a great deal of force. Some of the early BMW side repeaters have a single retaining screw which must be removed, and the other side of the repeater unclipped from the wing, but almost all current side repeaters have a fixed clip on one side and a spring clip (either metal or plastic) on the other.

Side Repeaters showing spring clip (A) and fixed clip (B)



The repeater is removed by pushing it in the direction of the spring clip (i.e. from the fixed clip side). This allows the spring clip to compress, and the fixed clip then releases from the wing so the repeater can be pulled gently outwards and removed.





Sequence showing removal of a typical side repeater:

1. Push in direction of spring clip;

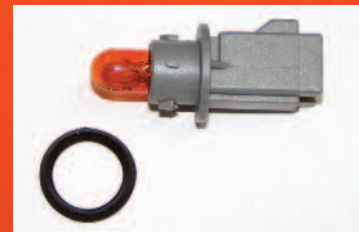


2. When fixed clip disengages, pull side repeater outward;



3. Remove side repeater from wing

Side repeater bulbholder removal



Side repeater bulbholder & o-ring

• Always remember - excessive force should not be required. If you're applying lots of pressure and nothing's happening, stop and make sure you're pushing in the right direction before you break something!

Problem Solving:

1. Leaking:

• If moisture is getting into the side repeater, the first thing is to determine if there is actually a leak or if it's just condensation (see under general for an explanation of condensation).

• The side repeater should be removed from the car and the bulbholder taken off.

• To test the side repeater for leakage, you have two options: Either fill it with water and hold it bulbholder side up to see if any escapes; or place your lips over the bulbholder - clean the side repeater thoroughly first, we don't want you getting an STD (side repeater transmitted disease) – and sealing the holder off with your mouth, blow into the repeater to see if any air comes out anywhere.

• If either of the above tests prove negative, the side repeater itself is not faulty, and the problem is either just condensation or a problem with the

• Have a look at the new repeaters you want to fit before you remove the old ones, so you can see where the spring clip is and in which direction you need to push the repeater to remove it.

• If the repeater is too tight to move easily by hand, use a large flat-bladed screwdriver, but wrap a soft cloth round the tip several times so that the chance of scratching or damaging anything is minimized.



Side repeater testing via time-honoured method

seal/o-ring between the bulbholder and the repeater.

- Check the bulbholder and ensure that it is not damaged in any way, that it fits the repeater securely (and has been fitted correctly and turned all the way until it locks - but don't overtighten as damage can result) and that the o-ring/ seal is not damaged or missing.

2. *Item doesn't fit:*

- This is usually because you have the wrong part for the car (doh!), either because it has been ordered or supplied incorrectly. Double check the fitment details in the catalogue listing and contact your dealer for clarification if you're unsure.

GENERAL INFORMATION

- Know your left from your right: References to left-hand & right-hand are as viewed by someone sitting in the driver's seat.
- What exactly IS condensation? Condensation is caused by water vapour in the air. The moisture on the windows inside your house in winter is condensation – and when that happens, you don't start looking for leaks in your windows do you? (You'll be a long time if you do). In exactly the same way, condensation inside a light unit is hardly ever caused by a leak.

The basic scientific explanation is this: There is always some moisture in the air, and warm air can hold more moisture than cold air. When the air inside the light unit – which is warmed by the heat from the bulbs – touches the inside of the lens (which is at a lower temperature because it is in contact with the colder air outside), the layer of air against the inside of the lens cools down as well, and as a result it can no longer retain the moisture it is holding, which is deposited on the inside of the lens to form condensation.

The condensation will only disappear once the air inside the light unit warms up enough to absorb the moisture again, and in winter this can take some time.

Condensation is NOT indicative of a fault with a light unit, and as such it isn't accepted as a reason for a warranty return.

Condensation occurs in original equipment lights as well, but aftermarket lights often have clear lenses without any patterns, so the condensation is more obvious. On a patterned original equipment lens it might not be visible at all unless one looks closely.

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