

fUbaR Guide: Fitting Ph2 Rear Clusters to a Ph1

The method described below worked for me. I am not saying it is the only method to complete the task. I will not accept any responsibility for damage caused to the vehicle as a result of following my guide.

A common modification to a Mk2 Ph1 Clio is to replace the boring rear clusters with the newer Ph2 ones. It must be noted that when buying the Ph2 clusters, you will need both the lenses and the bulb holders.

It is recommended that the battery is disconnected prior to completing the task. It is not critical, but makes the whole job safer.

This wiring diagram can be used as a reference for the guide.

LEFT - OLD STYLE

1	2	3	4	5	6
Brake	Blink	Ground	Light	Rear	Fog
Orange	Violet	Black	Blue	White	Pink

LEFT - NEW STYLE

1	2	3	4	5	6
Ground	Rear	Blink	Fog	Brake	Light
Black	White	Violet	Pink	Orange	Blue

RIGHT - OLD STYLE

1	2	3	4	5	6
Brake	Blink	Ground	Light	Rear	Fog
Orange1	Orange2	Black	Blue	White	Pink

RIGHT - NEW STYLE

1	2	3	4	5	6
Ground	Rear	Blink	Fog	Brake	Light
Black	White	Orange2	Pink	Orange1	Blue

- STEP ONE -

If you look into the boot, at the sides will be a wing nut. This is what holds the rear light clusters in place. Unscrew it, and pull the light cluster out from the car. You should now see the connection block with the wires going into it.



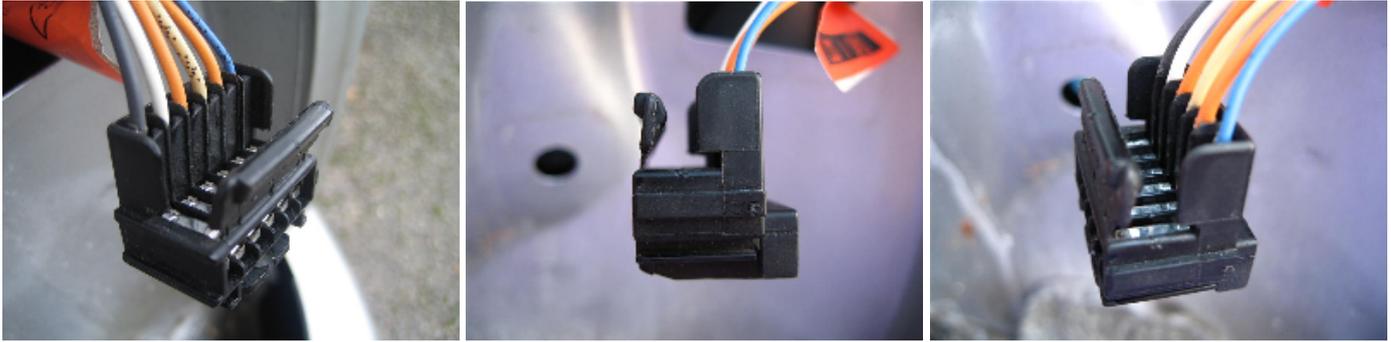
- STEP TWO -

Unclip the connection block using the small lever underneath to pull out. You can now fully remove the old rear cluster, keeping it somewhere safe.



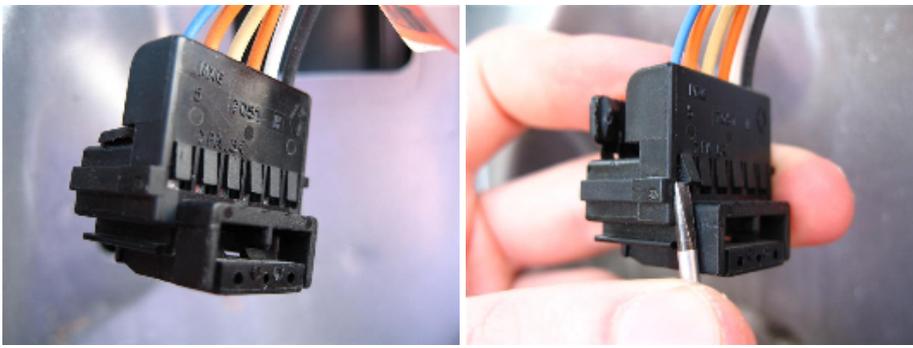
- STEP THREE -

The next part involves opening up the connection block to give us access to the wires inside. This can be done using a small flat bladed screwdriver at each end to pop open the cover.



- STEP FOUR -

On the back of the connector block you will see a row of 6 plastic clips. These are simply strips of plastic used to keep the metal connectors in place. Using the small electrical screwdriver you can carefully lever these outwards a small amount, allowing the connector to be freed up.



With the small plastic clip levered out slightly, you can now put the electrical screwdriver underneath the L shaped connector. Push the screwdriver in, and at the same time lever it upwards. The connector should simply click out of place and slide out the top of the connector block.



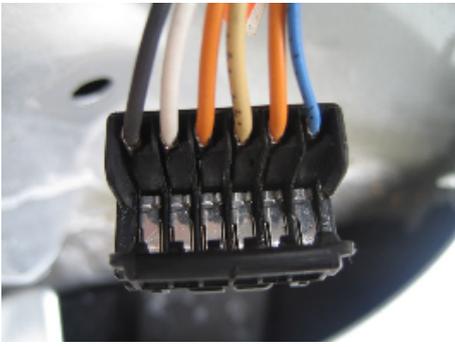
Repeat this step for all 6 wires and connectors.

- STEP FIVE -

You will see small numbers on the electrical block; this relates to the location of the wires in the wiring diagram. Using the diagram as a guide, reposition the wires in the correct sequence (wiring diagram at top of page). Again, you may need the small screwdriver to help reposition the silver connectors and make sure they are back in properly.

Push back the small plastic clips at the rear of the connector so that they hold the wires in place properly.

Some cars have different colour wires, so using common sense will help a lot if your wire colours don't match up to those in the wiring diagram.



- STEP SIX -

Fold the cover back over and make sure it's clipped in at either end, and that all the wires are secure. Clip the holder into the new Ph2 cluster, and screw it back to the car using the wing nut that you took off earlier.

Caution should be taken when screwing the wing nut back in. The wires run right behind it, so make sure you don't screw straight through the wire!



- STEP SEVEN -

Repeat for the other side and replace the battery live if you disconnected it. Get a friend to check that all the lights are working in the correct way.

