



SERVICE BULLETIN

Date: 26.06.03

Model: Elise 'Mk.2'

CLASS 2

Number:
2003/09
Issue 2

Service Manager	Service Reception	Supervisor	Parts Manager

This bulletin replaces 2003/09 issued on 21.05.03 which should be destroyed

TITLE: Front turn indicator lamp retention.

REASON: To ensure security of lamps.
 The front turn indicator lamps are retained in the front clamshell by:
 - a hook moulded into the top end of the lamp body, which engages with the top edge of the body aperture;
 - a moulded plastic spring clip incorporated into the bottom end of the lamp body which engages behind the body edge at the lower end of the aperture.
 The security of the lamp is dependent on the integrity of the hook and spring clip, and the correct location of both features with the body aperture. Tolerances on body aperture machining and of the bonding gap between outer body and the lamp reinforcing panel have resulted in some inconsistency of lamp location. The moulded retention features on the lamp body can also be broken by unsympathetic handling or removal techniques.
 To address this concern, the moulding and machining details of the body aperture were revised in January 2003 at VIN serial number 4269. This bulletin details a modification which should be carried out on all earlier 'Mk.2' Elise vehicles to ensure secure retention of the turn lamps.

ACTION: At the next opportunity on all 'Mk.2' Elise models prior to VIN serial number 4269 (built January '03), carry out the following action:

Parts Required	Part Number	Qty
'P' Clip, open	A075W6229F	2/4 off per car
Pop Rivet, sealed, 5 x 11mm	A085W6259F	2 off per car) as required
Pop Rivet, sealed, 5 x ??mm	A111W6613F	2 off per car)

Note: Due to supplier parts sourcing, the original re-work 'P' clip (A075W6229F) has been replaced by a version with a slightly reduced thickness and spring strength. All supplies from this date will be to the later specification, but dealers may hold stocks of the earlier spec.

1. Remove both front turn indicator lamps by inserting a flat blade screwdriver through the access hole in the top of the radiator air intake aperture and pushing back the retaining clip. On cars fitted with driving lamps, a curved tool may be more effective. Unplug the harness connector.
2. If the top hook on the lamp body is broken, the lamp should be renewed. If the top hook is undamaged, the lamp may be modified as detailed below regardless of whether the lower spring clip is broken or intact.
3. Cut off the lower moulded clip and file flat to the lamp body. Acquire 'P' clip A075W6229F and establish the variant by referring to the diagram below. Thick type clips are used singly with a short reach (11mm) rivet, whereas thinner type clips are used doubly with a long reach (??mm) rivet. Different hole positions are also used in each case.
4. Hold the new 'P' clip against the small flat land on the lamp body, with the end of the clip positioned as shown in the diagram, mark up the fixing hole position on the lamp, and drill to 5mm diameter. Secure the clip or double clip with the appropriate sealed 5mm rivet.

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- Mate the electrical connector and restrain the lamp harness using tie wraps as necessary to allow only sufficient length for lamp servicing. Fit the lamp by engaging the top end hook, and easing the 'P' clip into the aperture. Check lamp security; it should be extremely difficult to prise out a properly secure lamp from above using only the fingers. Pushing out the lamp from beneath using the access hole in the air intake aperture should normally be required.

CHARGES: A 'General Type' warranty claim for 0.6 hr/car may be submitted using Operation Code 17.11.15-07; 'A' Code 50; 'B' Code 40. Please quote bulletin number 2003/09 in the text remarks section.

