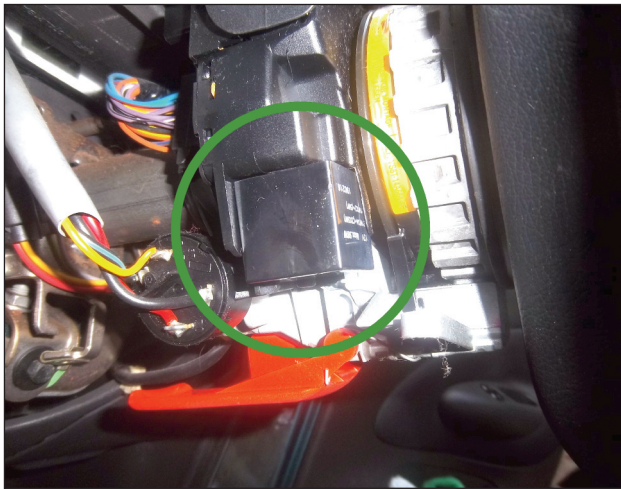


Ford Fiesta - Intermittent indicator



The relay unit is plugged into the indicator switch

The owner knew that this would not be acceptable for the NCT and so the little Ford was bought in to sort out.

The flasher unit on the Fiesta is plugged directly into the indicator switch assembly, and the owner was worried that the switch itself may be faulty, but this wasn't the case. Removing the securing screws from the steering column cowl, and taking off the cowl, we then had access to the switch and the relay unit.

As this simply plugs in, the first thing we tried was plugging in a new flasher unit.

As we suspected (and hoped) this rectified the problems and now the indicators would flash away continuously, without any buzzing noises or problems.

The indicators on this 2002 Ford Fiesta, when first turned on, worked perfectly. After about two or three seconds a loud buzzing could be heard, and the indicator lamps just stayed on and flickered.

Honda CRV - Brake pipe corrosion

At over twenty years old, this 1998 Honda CR-V was doing pretty well. The NCT only picked up a couple of corroded brake pipes at the rear, and these being quite accessible, it should have been a simple job to replace them.

As is often the case with older vehicles, rusted components can

make things a bit of a challenge. The corroded brake pipes on this CR-V were not going to release easily, and although we were lucky enough to undo the wheel cylinder end of the pipe, the brake hose end was not going to shift.

Even cutting the pipe and using a six-sided socket on the brake union would not shift it. The easy solution was to also replace the brake hoses,



The corroded brake pipes were firmly rusted into the hoses, replacing these as well was the best option

which also had corroded ferrules. Our only worry was that the brake unions at the other end of the hose would not come undone. Thankfully that was not the case.

Once the new brake pipes and hoses were fitted, the brake hydraulic system was bled out and then the pressure held on the pedal to ensure all was leak free.



Stephen Rothwell

Opel Combo - One side indicator



With the top housing cover removed the flasher unit is easily accessed and replaced

From the driver's seat, nothing appeared to be wrong with the operation of the indicators on this 2008 Opel Combo van. When the indicator stalk was moved into position either for the left or right, the familiar clicking sound could be heard and the tell-tail light on the dash flashed.

After being on the receiving end of a few horn blasts, the driver realised that the left turn indicator was not flashing the external lights. The bulbs were checked and found to be in good order, which meant that the flasher unit was the most likely cause of the problem.

Like the Corsa, the Combo van uses a single flasher unit which is split into two circuits, one for each side. The flasher unit is hidden in a plastic housing at the rear of the engine bay. To access it, the securing screws retaining the lid must be undone. The rear screws on this housing are difficult to get to, due to the strange angle they are positioned in.

Once the cover is unscrewed, the flasher unit is accessible and easily replaced. As expected, the flasher unit was the problem, and plugging a new one into place restored the operation of the indicators.

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