SVX Ionizer

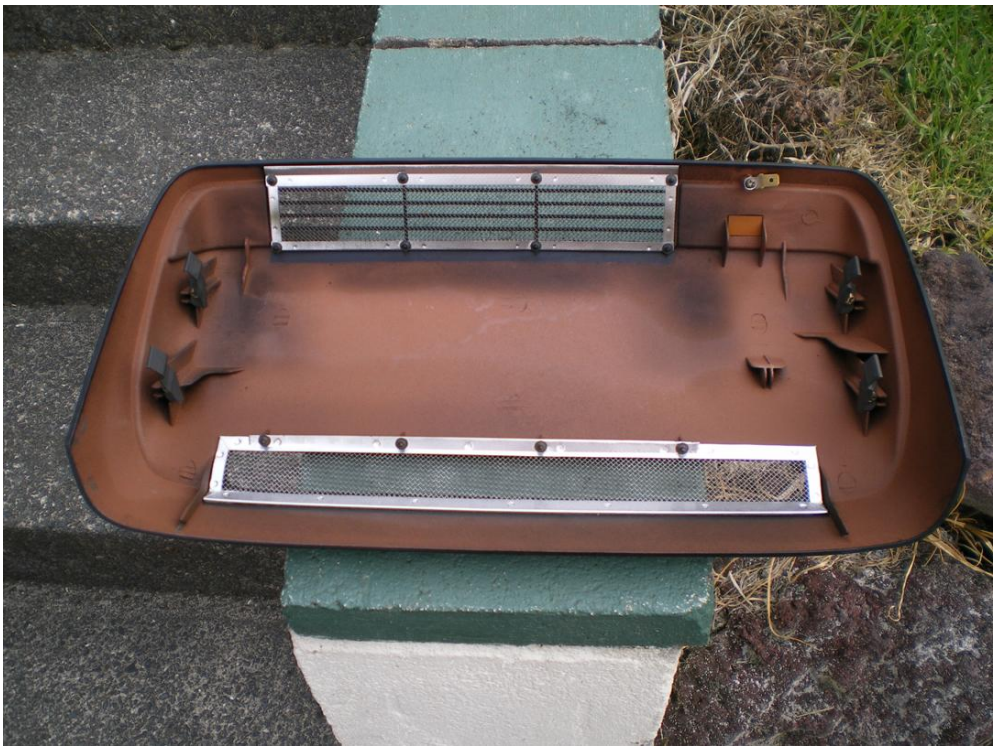
*Pictures and text by **SURTEESS** and edited by **ensteele***

The Ionizer Cover.

The cover with the indicator light showing on the right side.

The indicator light can be seen in the lower right hand side of the cover.

Inside cover - showing copper coating - RF & EMC shielding, in order that High Voltage transformer (ionizer) will not affect the antenna pickup for the radio. The indicator is just below the screw QC type connector & the little piece of plastic is the High Voltage disable plunger.



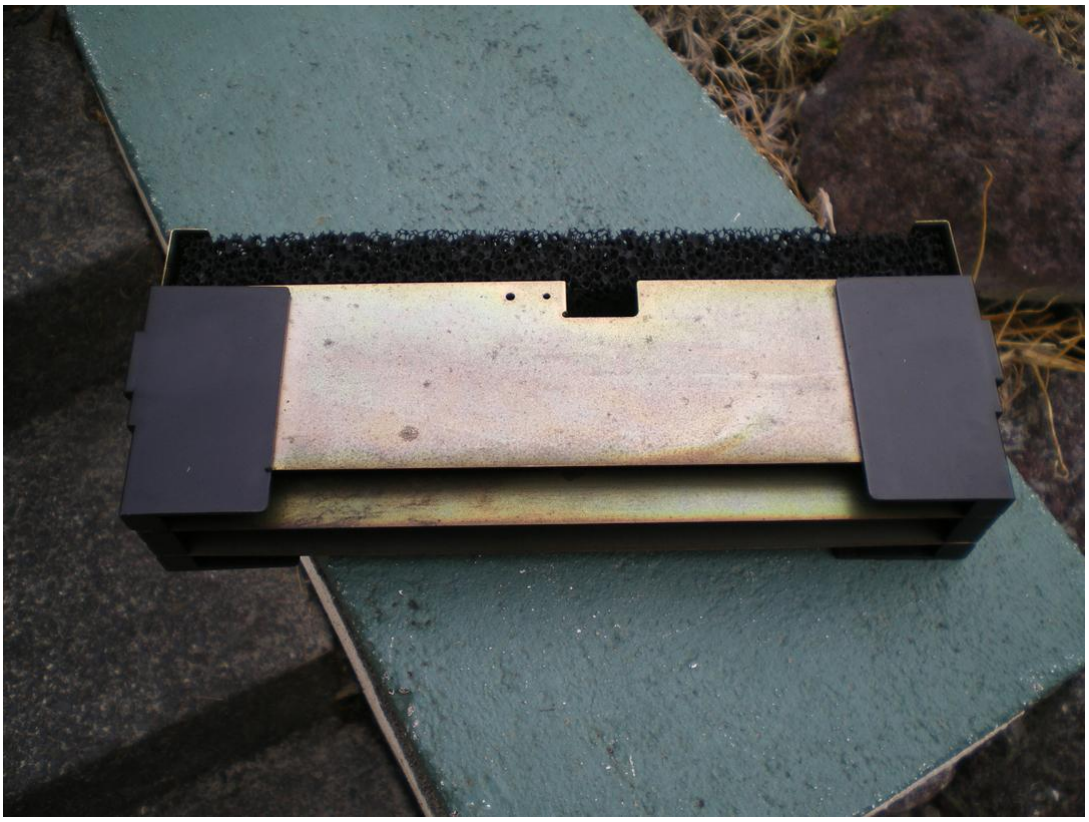
The metal plates are the high voltage parts (2Kv +). Replace lamp with LED, and notice the micro switch that fits in with the previous photo. Disable high volatge when the cover is off. The charcoal filter is just behind the plates & a fan is behind that.

The charcoal filter is removed and the cutout in the gold pasivated metalwork is to allow fingers on each side of the filter for easy removal.

The LED indicator (added current limiting resistor). This also shows the earth connector to the case lid.

The high voltage ionizer plates are removed (along with the charcoal filter) which shows the blower fan.

The high voltage plates & charcoal filter are out of the unit.



The high voltage plates & charcoal filter are apart.

This shows the high voltage plates & filter when apart.

The outside plates are joined to form a shield. The inner plates are also joined and these are the High Voltage ones!!

Control switch - small fan indicator, fan is on LOW SPEED (no ionizer).

Large fan indicator, only operates when dashboard fan operates.

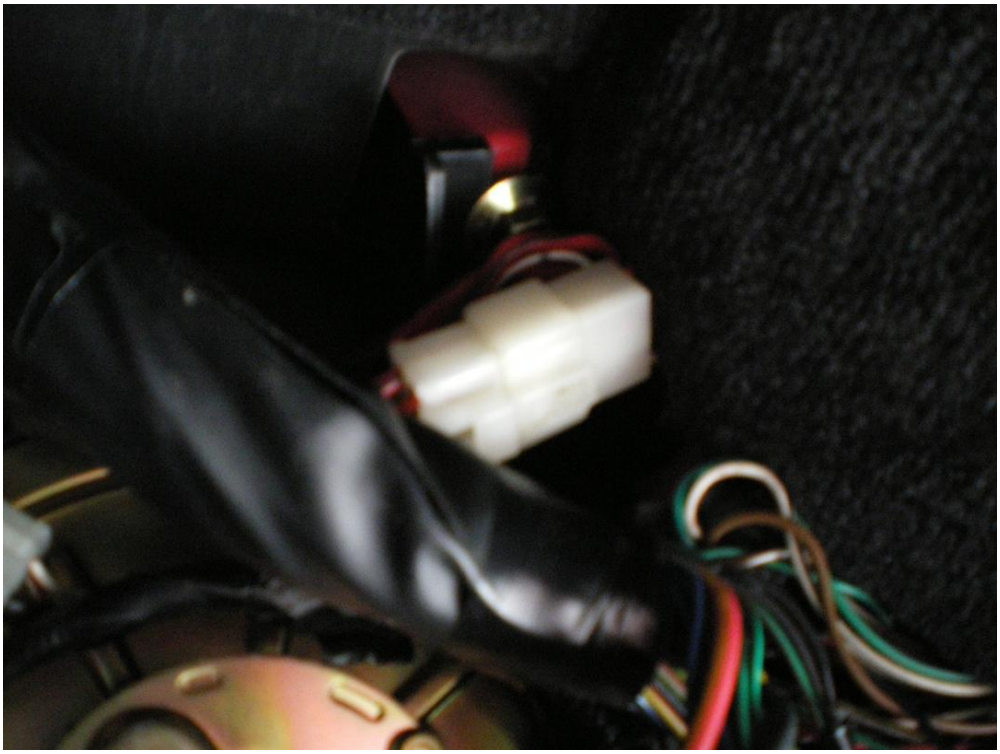
HIGH SPEED operates for approx 7 minutes before turning off ionizer automatically - but leaving high speed on.

I have replaced the indicator lamp with a green led & resistor and it only comes on when the switch is not in the middle position (off).

The power is derived by a t-junction from the fan relay area under the glove box. Remove the original white connector as seen in the next photo.

Connect T-junction & then place original wiring into other side of T.

Original connector now connected to other side of T-junction connector.



The control timing module fits inside the rear window lining area - there are posts in all the SVXs that I have seen here in NZ for mounting it - I have the wiring diagram in a box somewhere.....

in order to fit the rear blower, see the "**how to documents**" area about "**rear speaker removal**" in the **Stereo Forum**, then add / remove carpet to place wiring under the plastic cover tube that sits on the floor (where the computers are). This takes about 3 hours to install, and really very simple.

The unit here was bought from a guy here in Auckland who has been wrecking 3/4 JDMs SVXs over the past couple of years (see some of my other postings for his email address - Peter is happy to post overseas) - the unit cost me NZ$100 for everything – (unit, switch, wiring, mounting screws etc).