

How to alter the SVX switch clusters.

This document highlights the fact that switch clusters can be altered so that latching and non-latching types can be swapped.

The reason for this was that I required a non-latching switch to be made into a latching switch (for fog light system).

Remove the switch cluster from the position above the steering wheel, on either the RHS (on RHD) or LHS (on LHD) type cars.

Here in NZ all I got was this



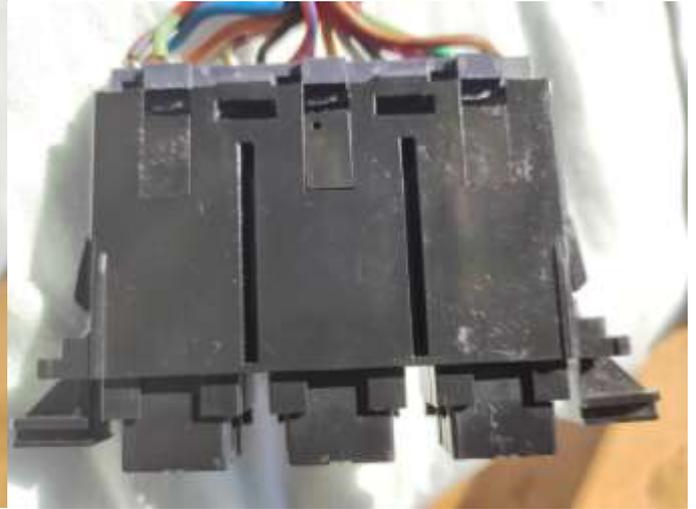
I ended up with 3 blank areasit took me another 10 years to slowly use them up.

Initially the switch combinations I looked at were – Door OFF, fog lights, headlight washer and security. I decided that Door OFF was already in the car, on the door actuator, so removed it from the switch wish list.

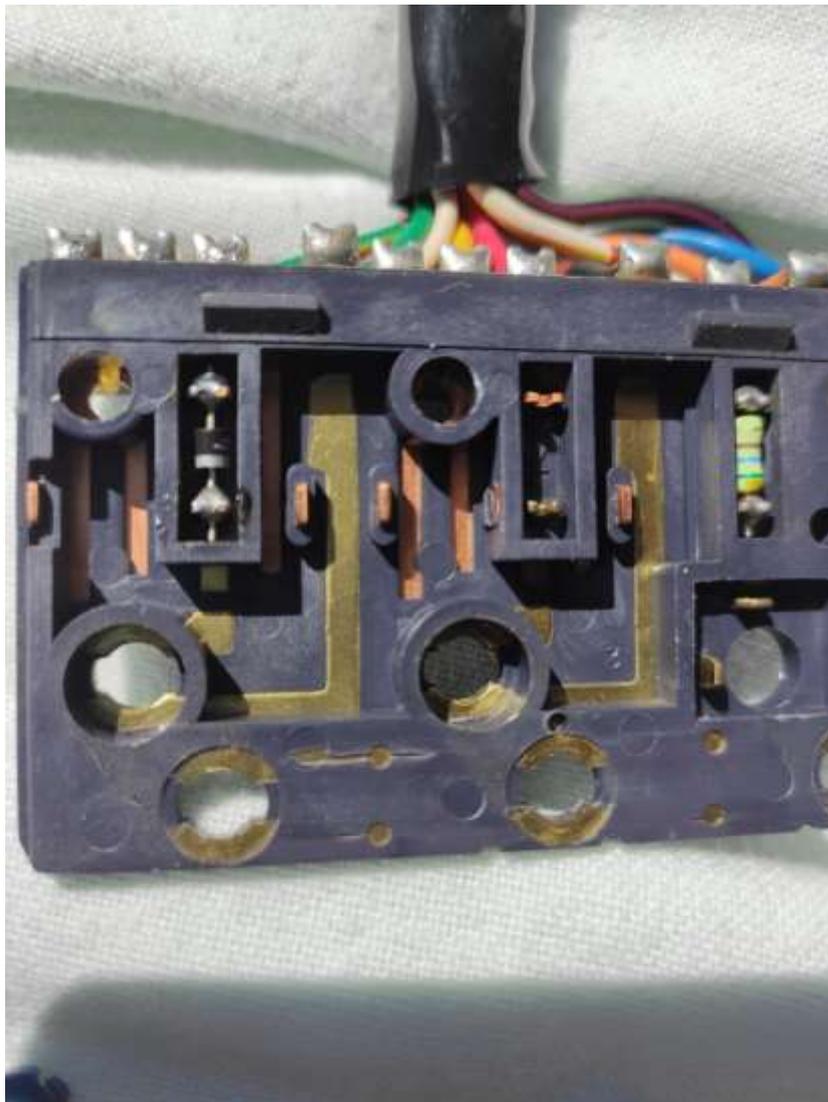
- 1) Remove the switch covers, by pulling and lightly twisting (jiggle) – there is a clip on either side that needs to be dislodged.
- 2) Remove the light-pipes – remember that the little tab is located into the slot in the switch cover.



- 3) Remove all the bulbs, making note which colour goes in either front or rear location.
- 4) Now this is where you need 4 or 5 small screwdrivers, each one needs to slide under the outer case where the wires are soldered in – there are 4 tabs, place screwdrivers alongside these tabs and wedge them in. With the 5th screwdriver at the sides of the body, force out the inner piece like so –



- 5) Make sure that the light holes are in the upright position before carefully pull out the inner piece like so –



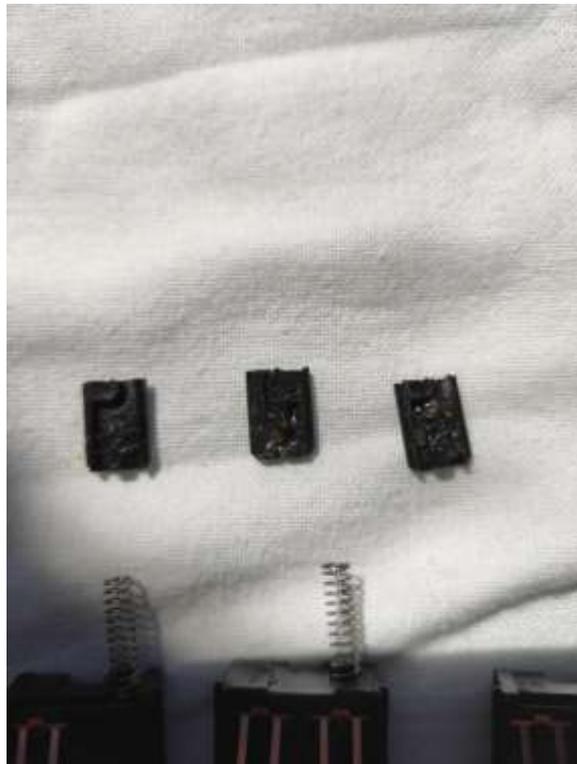
- 6) Leave the outer body with light holes in the upright position, next you need to push out each switch (from front to back) – each mechanism is on a slider rail, do not turn over as spring contact will fall out.

- 7) Carefully check the outer body to see if you still have the 3 plastic key mechanisms located on the body or they are on the rear of the switch(s) – these sometimes come out and I will explain better about their function below.



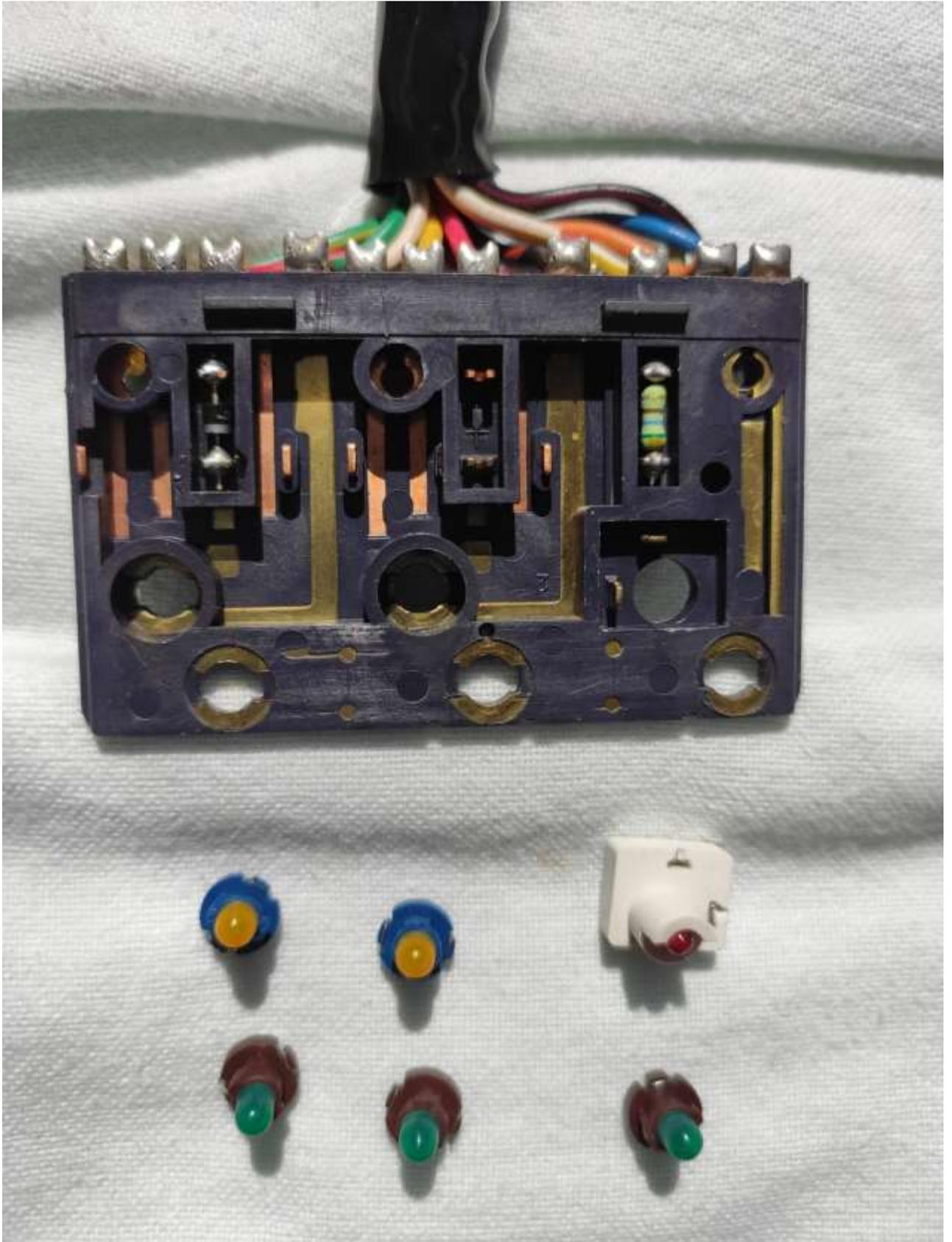
- 8) There are really only 2 types of switches that you can swap (forget the security).
The Cruise switch has 1 contact and a diode located in the plastic area that is attached to the wire loom.
The Fog Light switch has 2 spring contacts and no diode in the plastic area that is attached to the wire loom.
See (5)

- 9) The little plastic pieces in (7) are key to how the switch operates – the middle one has a dot stamped on the outside surface (make sure dot is nearest the wires when reassembly happens) – the dot indicates latching mechanism, if you carefully remove the grease you will see the path that the wire sits into (the wire pokes out on the switch underside, between the 2 sets of copper contacts).

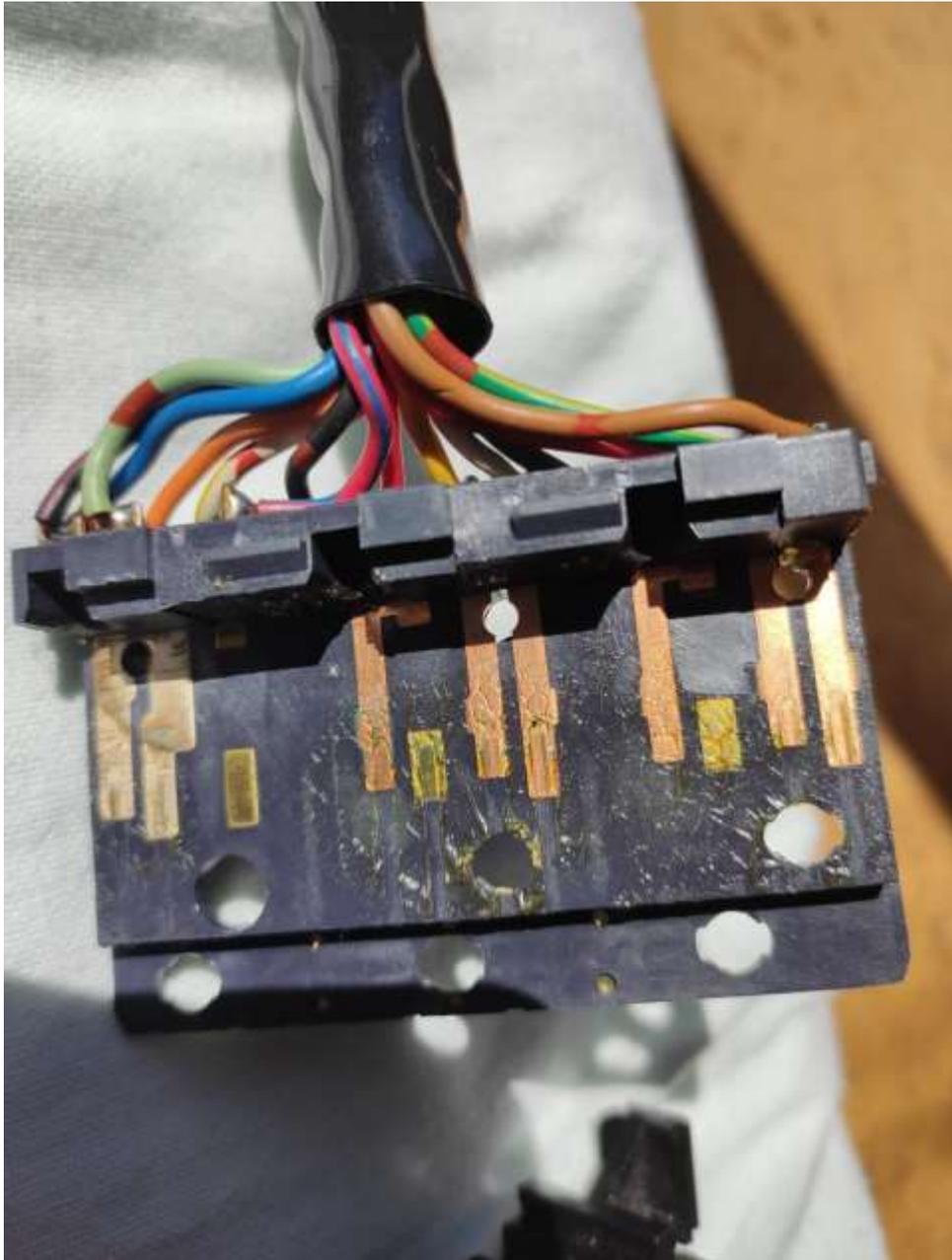


- 10) The other 2 plastic pieces are the non-latching mechanism and do not matter which way around they are fitted back into the outer body.

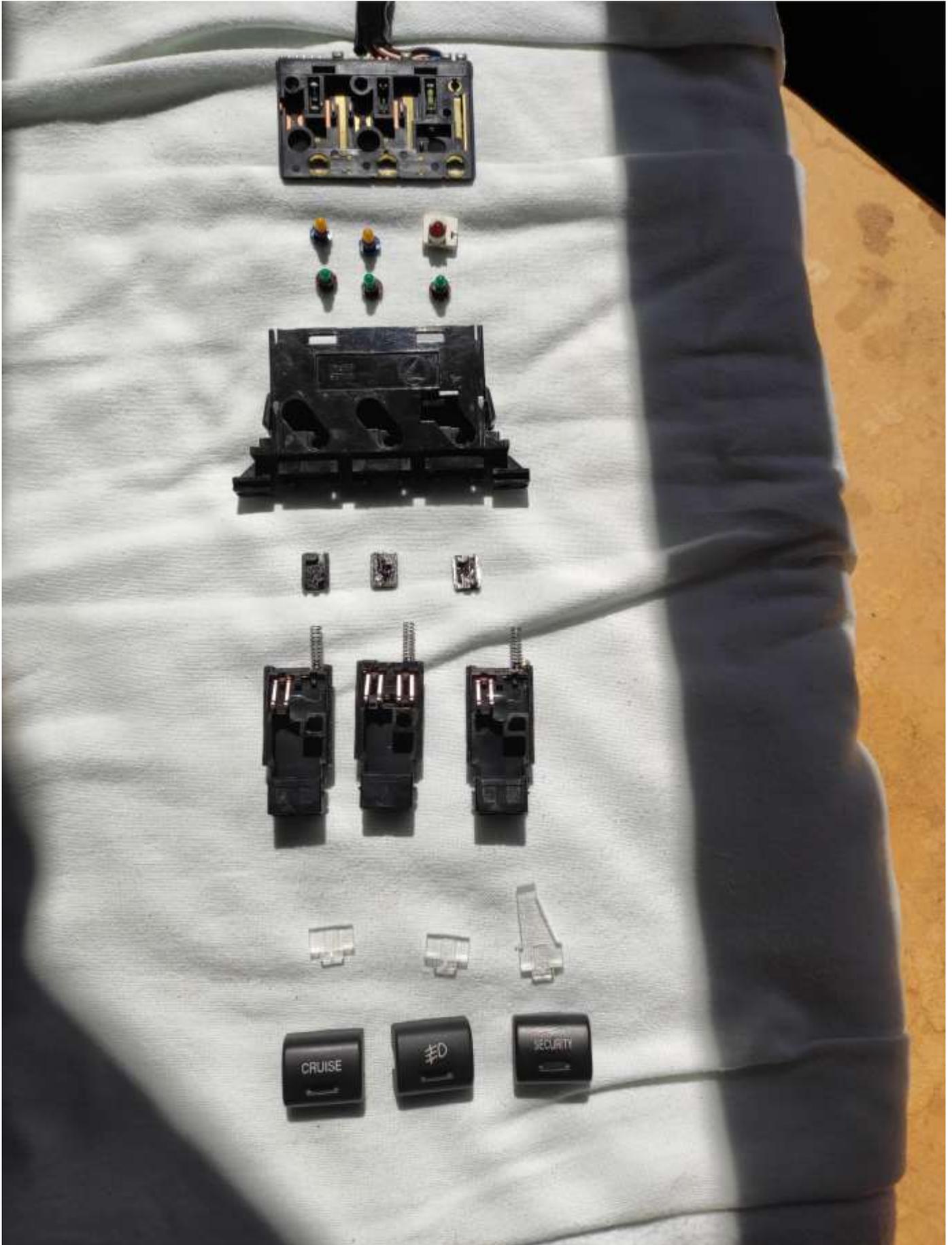
11) The Cruise Control switch requires the diode as this helps the non-latching switch to pull-up the contact in order latch the relay that is inside the cruise control module....



- 12) This is the other side of the plastic – where the lights mount from the other side.
You can clearly see that both switches have same copper shaped areas.



- 13) Here is the complete switch assembly fully apart if you decide that you want to make a non-latching switch into a latching type, then pick-up another switch cluster, and add plastic key with dot stamped on it, add extra spring contact, remove diode and place everything back together.



- 14) When you reassemble the only catch is to place the switch body into the grooves (in the inner housing) – then place the plastic latching pieces into the housing, you will notice they don't slide all the way home – the tiny wire stops that, so push wire inside with small screwdriver and then close the latching piece to the inner body.