

Ignition Switch Module (ISM) 32021815 Kit Instructions

Follow the instructions below to install the kit.



Kit Contents:

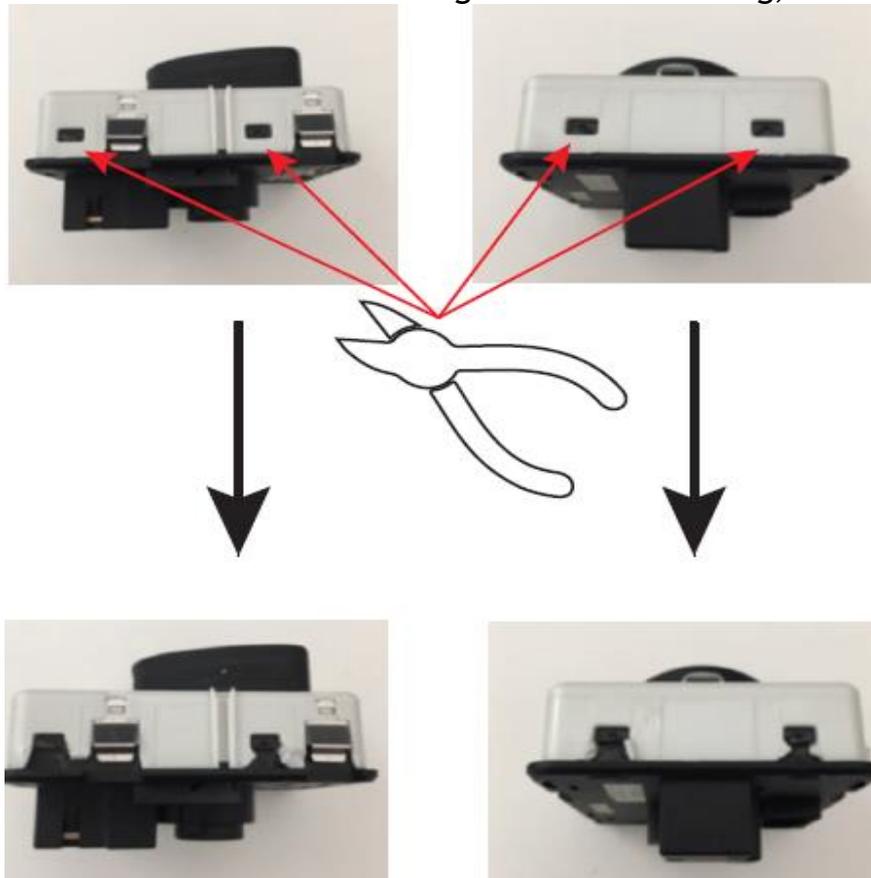
- 1- Circuit Board
- 1- Key guide
- 1- Lock Housing
- 1- Spring
- 1- Plunger
- 4- Steel Retaining Clips

Recommendation/Instructions:

Begin by carefully disassembling the old switch. We will reuse the internal sliding mechanism, if that portion is not salvageable another switch should be used. The white upper housing must be carefully separated from the black lower portion. Two methods of splitting the housing are shown below. The ISM has 2 locking tabs on each of its' 4 sides.

Method #1

Using a pair of wire cutters, cut/trim the white housing as shown below at the locking tabs. Be careful not to damage the black housing, we will reuse that portion.



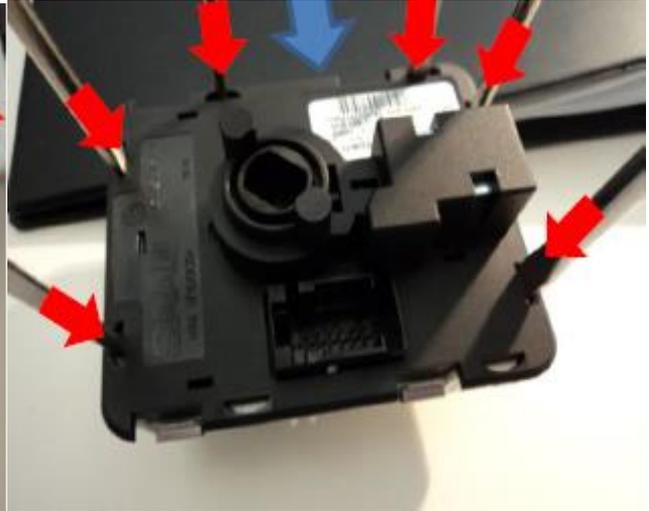
Method #2

Insert several small screwdriver tips into the release slots (1) on 3 sides of the ISM (2).
Then pry open with a flat tip screwdriver (3).

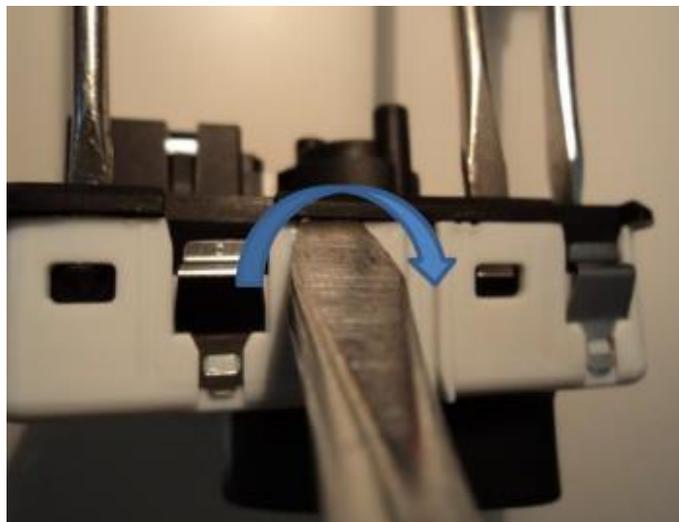
1.



2.

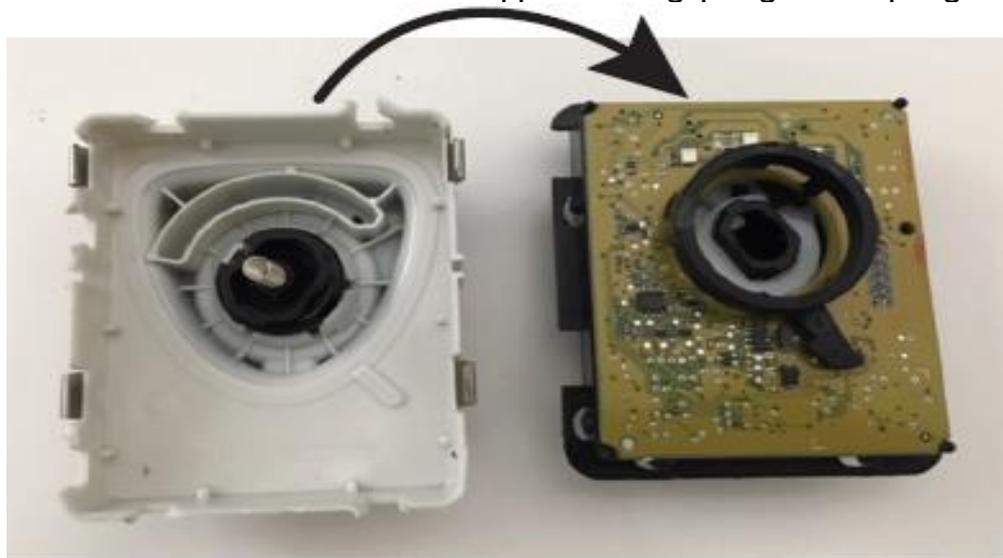


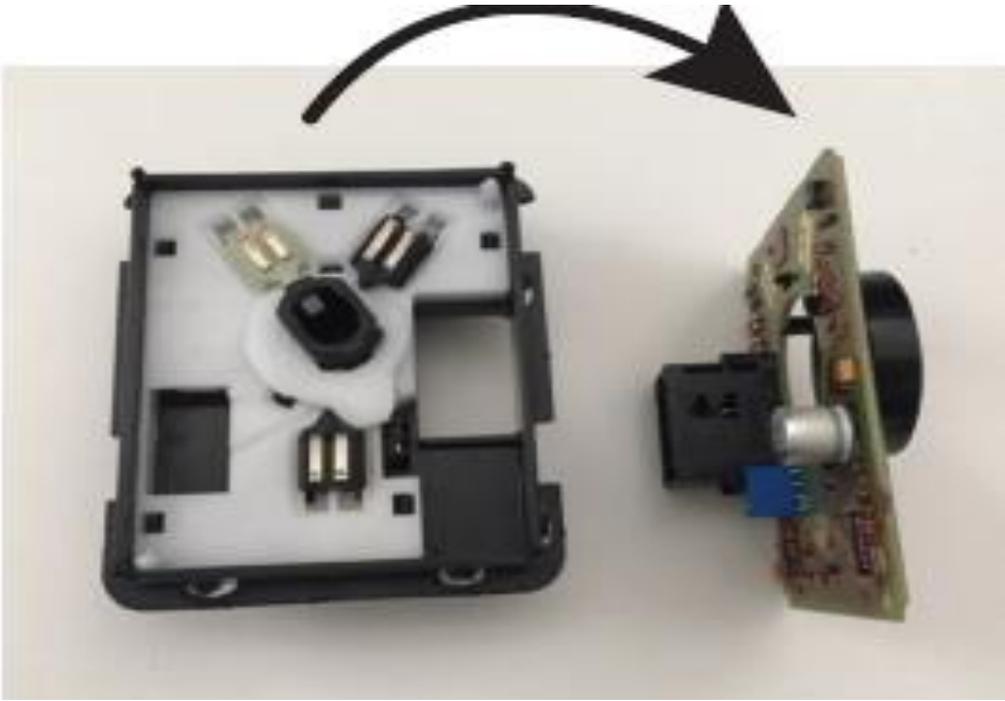
3.



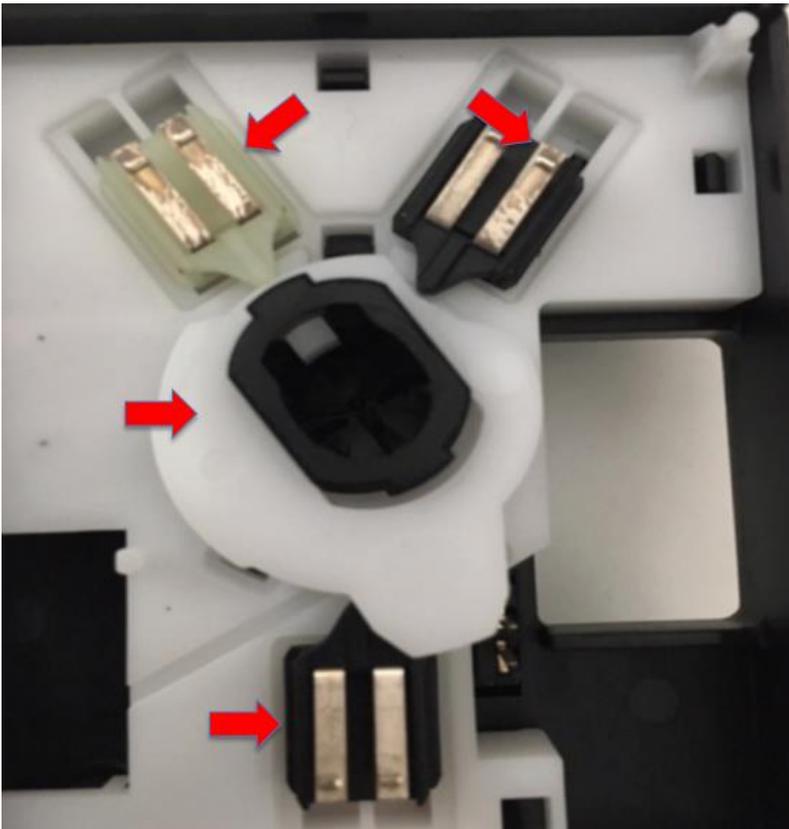
Once the housings are separated remove the circuit board.

Set aside the circuit board, white upper housing, plunger and spring, they will not be re-used.



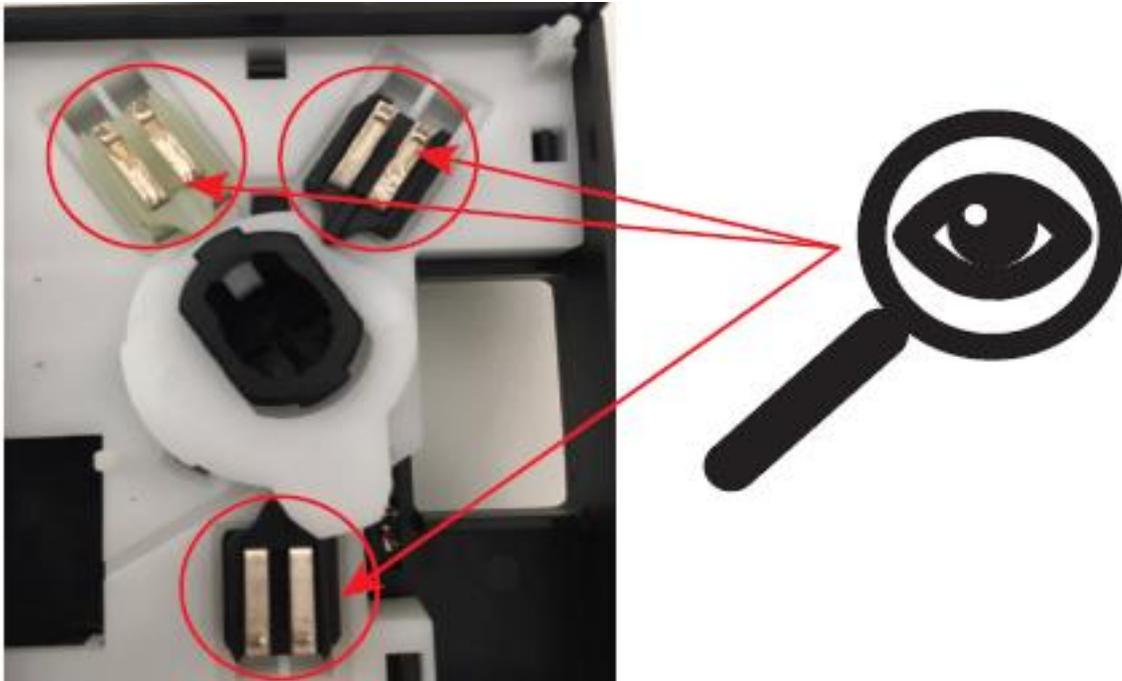


Make sure the rotating/sliding portions of the black housing moves freely before proceeding with the repair. This section must be clean, dry and free of dirt/debris. If it is not possible to clean this section another switch should be used.

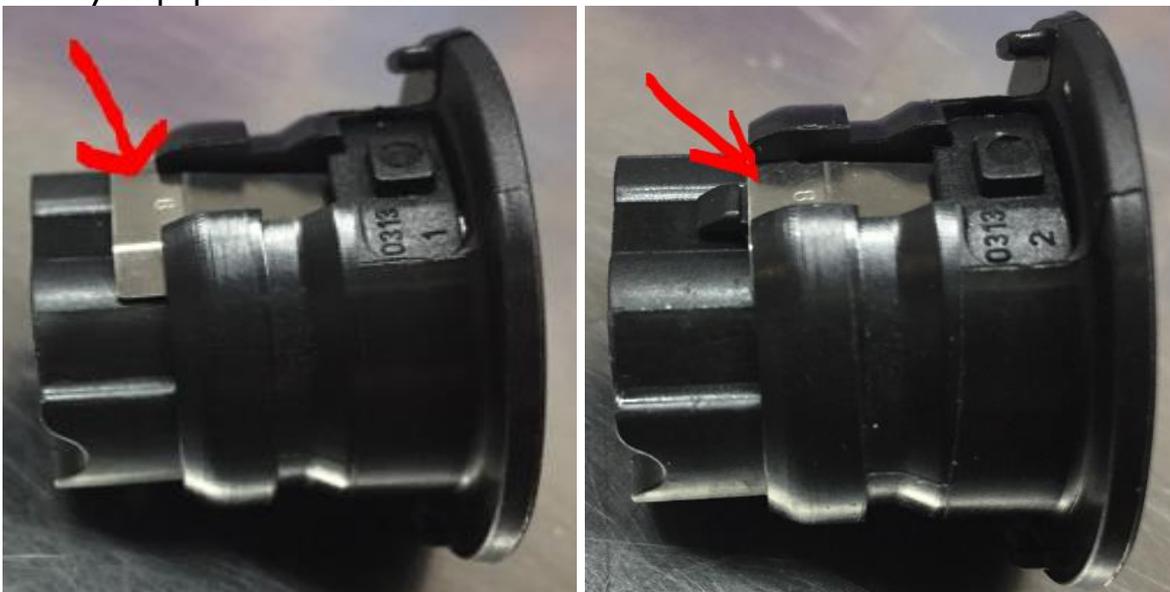


Inspect the electrical contacts of the black sliding housing we will reuse. Circled areas identify contact areas that is to be inspected and cleaned if needed. Utilize a Nylon or Plastic Bristle Brush to clean the switch contacts. A pencil eraser can also be used. Wipe away any cleaning residue with a very light spray of contact cleaner with a lint free cloth.

NOTE: It may help to lightly pull up on the metal contacts to give them more tension



NOTE: Inspect the new key guide before assembly. Make sure the metal key retainer is fully locked into its tab as shown below. If the key retainer is not in the proper position it may allow the key to pop out when assembled.



Once the sliding mechanism is cleaned and confirmed to move freely we will begin to install the sub-components.

Install the spring first, then the plunger into the center of the switch housing. Make sure the plunger is properly indexed in the hole. It can be installed 180 degrees out of alignment and bind if installed improperly. Make sure the plunger moves up and down freely and operates the sliding mechanism when turned.



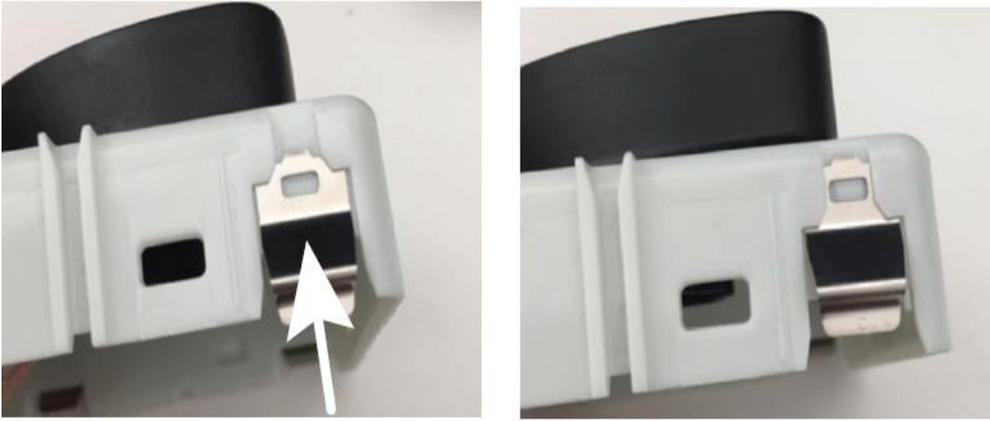
Install the circuit board with the connector side down. Make sure to align the pins to the holes in the circled areas.



Insert the key guide into the housing. Align the key guide as shown to LOCK and snap it into place by placing the housing on a flat surface and pressing down with your hand. There are 2 tabs on the bottom of the key guide that must fit into the slots of the housing. If the tabs are not located in the housing properly the key guide will not set flush or turn from LOCK to ST. The key guide must turn freely.



Turn the housing over and install the 4 mounting clips.



Align the circuit board plunger and key guide as shown below to the LOCK position.



Once the alignment of the 2 housing is correct, slowly join them and snap together.



Install as needed into the vehicle.