



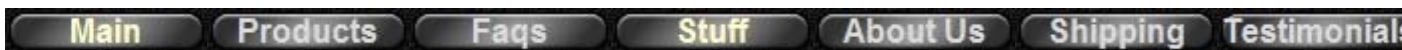
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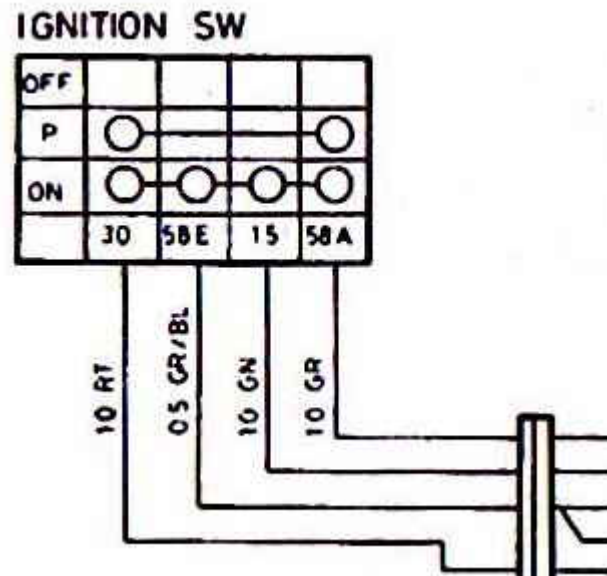


## K100 Ignition Switch Cleaning

I made up this page after acquiring a 'new' switch and opening it up, checking it, then putting it back together. I then tested the wire terminals to make sure they worked according to the Haynes wiring diagram. They did not. So, a few E-mails to some knowledgeable folks (thanks Brian and Don) and much looking at the wiring diagram and thinking about what gets power from where, I decided my switch works normally, and the Haynes diagram is wrong.

Here on the right is a crop from the Haynes wiring diagram. You can see that the ON position shows all four terminals connected. In reality, 30 connects to 15, and 58E connects to 58A. Neither pair is directly connected in the ON position. The P position is correct.

The reason BMW made the switch like this is because of the load shedding relay which powers the lighting and other accessories



after the engine starts. Because the ignition switch provides the P (Parking) position, it needs to change the connection on those wires when in the ON position.

This switch is new, but further down are some views of the inside of my old switch

See [Don's page](#) for how to disassemble to this point and some more photos.

Carefully slide a thin screwdriver between the shell and the black switch housing and pry lightly until the tab pops out of it's slot. Do both sides.



**Here is a view of the housing popped loose and ready for separation. Be careful not to lose any parts which are about to fall out.**



**Hold this side down when you separate the halves. Notice that the Y shaped contact has two tabs that fit in slots. The straight contact has a small tab on each end which also fit in small slots. This is my new switch.**



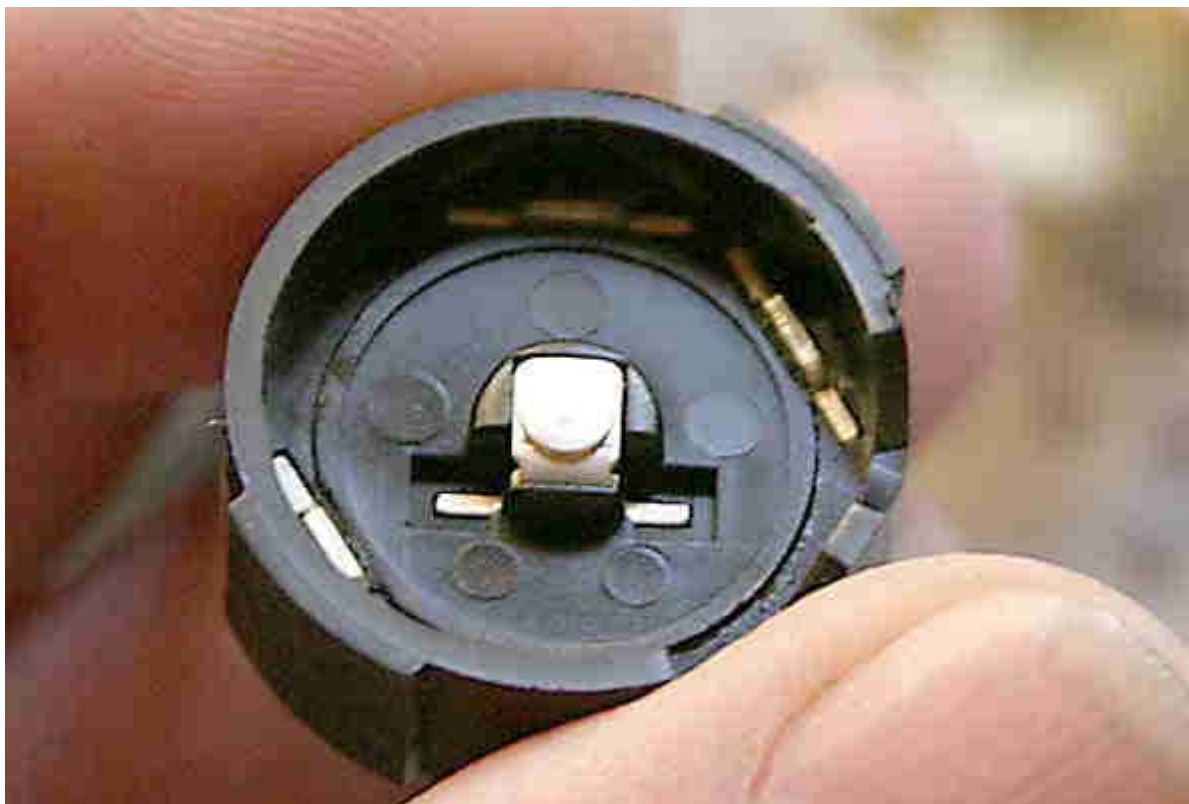
**Here is my old switch at a different angle. You can see the contact areas are dirty and need cleaning here.**



**Here is the bottom part of the old switch. The contacts here are definitely in bad shape. These could be cleaned up but I replaced mine.**



**Here is the inside of the new housing with the switch contacts. Clean out this area until it looks like this.**



**Notice at the top, the Y shaped contact has a tab which engages in the black housing 'cams'. This photo shows the PARK position where only the bottom right is connected to the centre contact.**

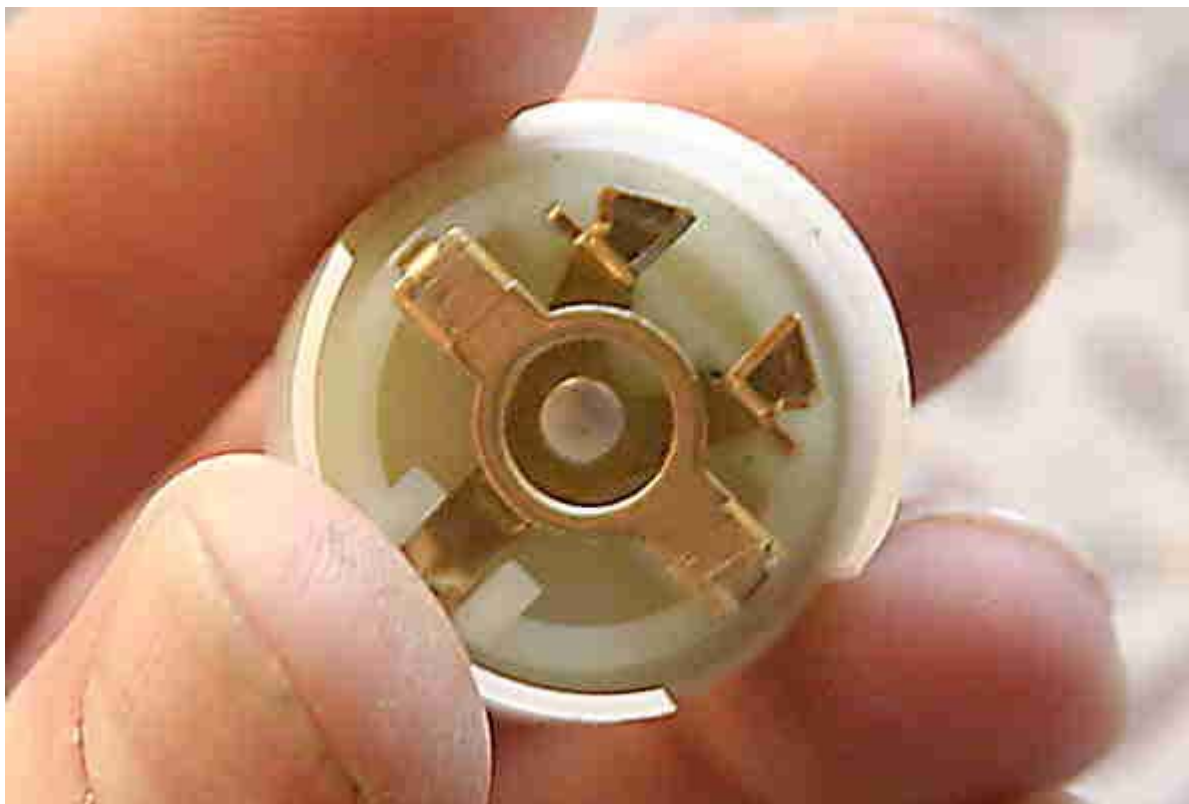


**This photo shows the ON position. Notice that the straight arm connects the two switch contacts on the left and the right side here, and the Y arm connects the centre and bottom left. The arms never contact each other.**





**Before reassembly, put the moving contacts in their positions as shown here below. Make sure the 4 small springs below are in place first.**



**Make sure the switch is in either Park or ON position before pushing the black housing down into the white housing.**

**Hold the white housing with the open side facing up as shown here.**

**Turn the white housing until the tab lines up with the appropriate 'cam' on the black housing and the black tabs fit into the slots in the white housing. It will only go back together and mate completely one way.**

**Keep the white housing level to be sure the moving contacts don't fall out of their positions and press the black housing all the way down into it. Both of**

**the small locking tabs should click into place fully.**

**Incidentally, I kept my old key and tumbler and mated it with the new bottom switch housing you see here.**

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