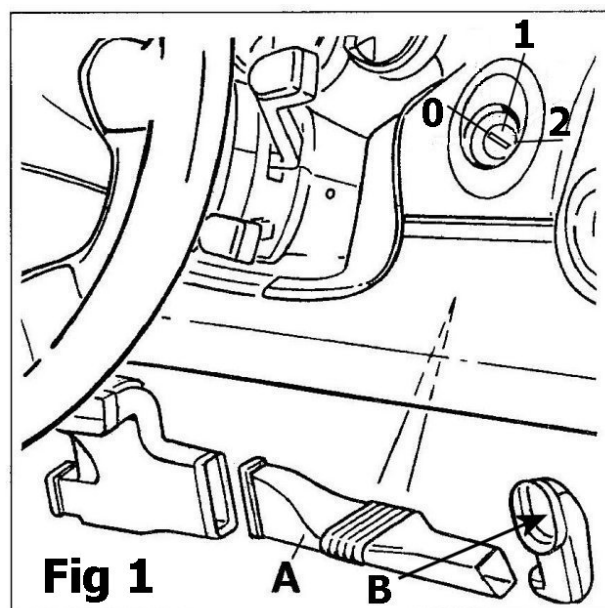


Fitting a New Ignition Switch

The Ignition Switch on the 996 was taken from the VW/Audi parts bin. It is a fairly common problem for the switch to fail, giving a range of weird electrical faults, as you can imagine. I recently had to change mine, as a piece of plastic on the end had broken, and was preventing the switch from returning to the '1' position under the strength of the spring. The original switch is no longer available as a separate part from Porsche, and you have to buy the complete housing from them at a cost of around £150. However, you can still buy the switch by itself from a VW dealer for about £22. The part number is the same as the Porsche number: 4A0 905 849B. Alternative suppliers, such as Euro Car Parts, also stock the original Hella switch. Don't be tempted to buy a cheap eBay item, as they are usually Chinese-made, and poor quality.

According to the workshop manual, you can do everything from the footwell. If you intend to try this approach I suggest you look for a two-year-old with good manual skills. Of course, the instructions were written for a left-hand drive model, where the lock housing is the other way up. I found that you can get access to the switch by removing the vent from the side of the dashboard, where there is a reasonable sized hole to get your hand through. I have mirrored the diagrams from the manual so that they apply for RHD, but left the numbers the same. It is also worth removing the dashboard speaker (2 x T20 Torx screws) to give more light and another access point.

I didn't disconnect the battery, as I wasn't 100% sure what would happen to the alarm. Normal procedure is to put the key in the ignition and turn to position 1 before disconnecting the battery to prevent the alarm from sounding. (There is a backup battery in the alarm siren). I wasn't sure what would happen when the ignition switch is disconnected, and I didn't want any nasty surprises. The switch itself is well polarised by offset connectors, and plastic locating pins, so I was confident that I wasn't going to short it out somewhere, or connect it the wrong way round.



Start by removing the air conditioning duct –A–, which is simply plugged in at each end.

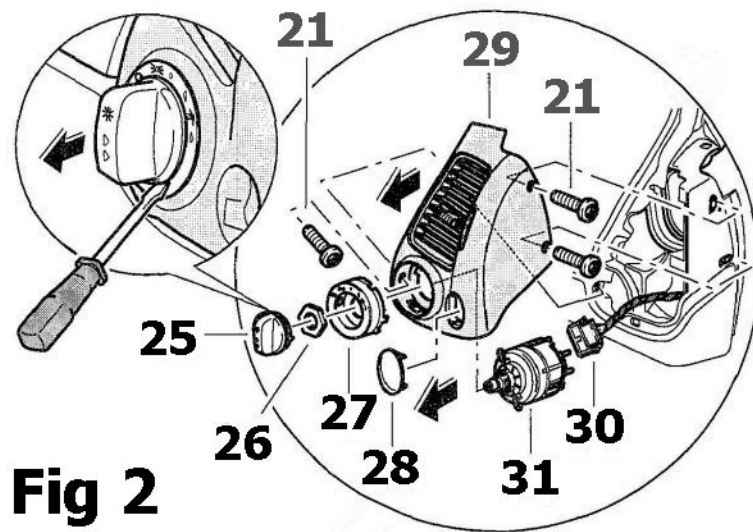


Fig 2

Pull forward the control button **-25-** of the light switch **-31-** as far as it will go in the direction of the arrow. Press in the locking device at the underside using a small screwdriver and remove the control button.

Undo the two fastening screws **-21-** at the side and the third screw **-21-** in the light switch opening. Remove the side vent towards you. Disconnect the plug connection **-30-** of the main light switch. Also disconnect the plug connection for the beam adjustment switch, and put the vent cover to one side. In the opening you will see a vent duct. This is the duct shown as **-B-** in Fig 1. There is a single screw in the middle of the duct holding it in place which you should undo, and remove the duct through the footwell. Take care with the dashboard opening, as the edges can be sharp.

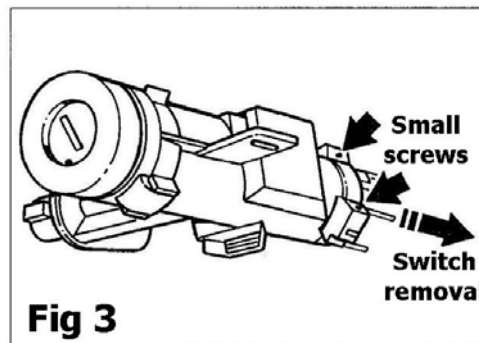


Fig 3

You should now be able to see the ignition switch and the two screw holes which secure it (covered in red paint). The screws are pointed grub screws, and dig into the wings of the switch to hold it into the slots in the housing. Mark the switch connector so that you know the orientation and pull it off the back of the switch. Scratch off the red paint making sure you remove as much as possible. Use a small dumpy electrical screwdriver, ensuring it fits the slots snugly, and loosen the grub screws a few turns but don't remove them fully. Once loose, the ignition switch will slide out from the slots in the housing from the back.

Re-assembly is a reverse process of the above.