



## 928 Owners Club

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# REMOVING THE INSTRUMENT POD OR TURN SIGNAL SWITCH

Gary Knox - 928 Owners Club

This is a procedure I developed on my '87 S4 to remove either the triple switches (for turn signals, wipers, and cruise control) or the entire instrument pod. This procedure should be adaptable to other years, but I have not researched all the differences for other years of 928s.

**WARNING: This procedure should NOT be attempted on airbag-equipped 928s (model years 1990 and newer). In those cars, the steering wheel hub contains an explosive device. Unintentional triggering of this device could cause serious damage and/or injury or death. If you have such a car, let someone with proper equipment and training deal with at least the removal and replacement of the steering wheel.**

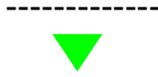
1. Position the car so the steering wheel is precisely centered (i.e., the imprint in the center of the horn pad is dead level, as is a line connecting the two top spokes of the wheel). This allows you to properly locate the steering wheel when you reinstall it.
2. Disconnect the battery, both to prevent any accidental grounding of a positive wire (ANY shorting in the 928 electrical system can reportedly be damaging to very costly components), and because removal of the instruments can result in a drain on the battery that could discharge it in a few days.
3. Remove the horn pad from the steering wheel. Do this by putting your hands on the outside edges, then pulling sharply toward you in a straight line from the steering shaft. It should "pop" off, and will probably disconnect the positive horn lead wire at same time (this is one of the wires that could short out).
4. Remove the steering wheel nut. This is a 27 mm nut, but a 1 1/16" socket will work. When you replace it, use a torque wrench and tighten to 50 Nm or 36 lb-ft. Place the nut and washer with the horn pad in a safe place. Gently pull the wheel off the shaft and put it with the other parts.
5. From beneath the steering shaft, undo two Phillips-head screws to remove the black cover below the two rheostat wheels (panel light brightness and intermittent wiper delay) and the high-intensity windshield washer push button (other years may have different minor controls there, but the cover

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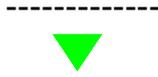
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must still come off). Then undo two 10 mm bolts to remove the vinyl cover that is same color as the dash; this is located under the turn signal, wiper, and cruise control lever switches. Put these covers and fasteners with the other removed parts.

6. Loosen the bolt that tightens the circular clamp around the steering column; this holds the triple switches onto the column.
7. Before these switches can be removed, the instrument pod must be loosened. There are two bolts with Allen heads on either end of the pod that hold it in place. Remove both of these from below the pod. You'll need a 5 mm Allen wrench, preferably one on a 1/4" or 3/8" drive socket extension. A long angled wrench might work, but may be awkward. NOTE: if you only want to replace the triple switches and not remove the pod, you only need to loosen these two bolts, as the pod pivots on the passenger's side and is clamped on the driver's side. The pod will pivot enough to allow removal of the switchgear.
8. Pull the pod toward the rear of the car about one inch, making room for the triple switches to be moved up along the steering shaft and provide enough room behind the switches for the three electrical connections to be disconnected. NOTE: If you need to remove the triple switches, you're now ready to do so; the pod can dangle while you replace the switches. To re-install the triple switches, just work backwards from Step 8 through Step 1. To remove the pod and instruments, continue on to Step 9.
9. Remove the five switch cover knobs on the right and left sides of the pod. For each one, first gently pull out on the knob while rocking it up and down. The knob should pull off easily. Each switch is held in the pod by two plastic spring clamps, one each at the top and bottom of the hole. Using a small screwdriver, loosen one side, then the other. The switch pulls out from the pod toward the rear of the car. After the switch and connector are out of the pod, you can disconnect the switch and put it with its appropriate knob (the connectors appear to be unique, but I suggest labeling each connector that stays with the car for function, just in case). After all five switches are out, use a small screwdriver and gently pry the rubber cover off from around the ignition switch.
10. CAREFULLY pull the pod toward the rear of the car. Then disconnect the controls along the bottom of the pod (on the '87, these are the rheostats for panel lighting and intermittent wiper interval and the button for the high-intensity washer). I suggest marking which wire goes on which terminal, as the electrical system in these cars won't tolerate creative reconnection.
11. There are FOUR major electrical connections to the instruments. Three go to the back of the instruments. One is about a twelve-inch long wire bundle going to a black connector; this is accessible from the lower right side of the pod. The three at the back of the pod are mechanically connected using two small plastic levers, one on each side of the connector. GENTLY rotate each lever ninety degrees (from pointing toward the front of car to pointing toward each side). After both levers have been



rotated, gently pull the connectors apart (wiggle up and down if needed). Again, the connectors appear to be unique, but be certain you know (labeling will help) which wires attach to which pod connector for re-installation.

12. When you've disconnected the wires attaching directly to the pod, pull out the pod a few inches and disconnect the wire bundle trailing from it.
13. If it is going to be some time before the pod is replaced (e.g., you're repairing vinyl or sending instruments off for repair), I suggest carefully labeling EVERYTHING you took off or disconnected, and storing all the parts in a secure location. You might even want to take photographs to document what you are doing along the way. Alternatively, you can just be sure your photographic memory will be functioning clearly at the time of replacement.
14. Congratulations, you have now completed the easy part. Hopefully, if you take all the above steps in reverse order, replacing the instrument pod will be just as easy. Meanwhile, I strongly recommend a thorough cleaning of all electrical connections before reconnecting them during replacement.