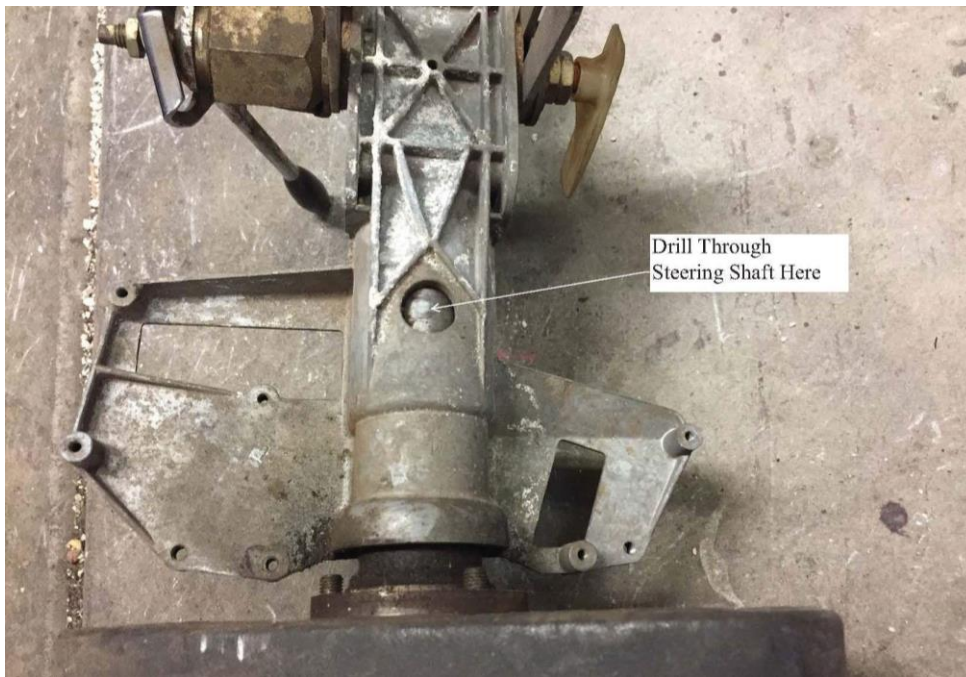


SM/Merak IGNITION SWITCH REMOVAL AND WIRING

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To remove the ignition lock, release the steering column adjuster, pull all the way out and all the way down and lock. Remove the metal trim strips holding the steering column cover halves together. Remove top half of the cover. Unscrew the Phillips head screws holding the lower steering column cover to the steering column and dangle the lower steering column cover with various wires and devices still attached. Take care to memorize or photograph how it all fits together or you will never get everything back in place. Cut a screwdriver slot into the 'sheared off' cone bolt underneath the lock, e.g. using a Dremel and a cut-off disk. Unscrew this 'bolt' (replace it later with a standard M5 screw). Figure out where the lock plunger/bolt is at the bottom of the steering shaft. There is usually a hole about 20mm in diameter in the TOP of the housing right over the location where you need to drill through the steering shaft. (see photo).



With the steering wheel centered in the straight-ahead position (steering lock engaged), drill from the top through the steering shaft about 4mm diameter with a bit smothered in grease. This may require use of an angle drill and/or a short drill bit since the clearance is tight. Note: The steering shaft is hollow and the lock plunger is in a blind notch, so you must drill through BOTH SIDES of the steering shaft to break through into the lock plunger notch.

Push a small Phillips screwdriver, Allen wrench or similar rod through the drilled hole to depress the lock plunger/bolt, and slide the assembly out sideways to the right (towards the key end). Note: This CAN be done even if the switch is in the locked position. Clean up the drill shavings with a magnet.

The electrical part of the switch can only be separated *neatly* from the lock assembly in the "ON" position. Simply remove the spring band holding the switch to the lock. If the lock assembly is locked, you can remove the spring band holding the switch together and it will fly apart in your hands (be careful not to lose the contact rollers). After separating the lock from the switch cover, you can reassemble the switch by placing the contact rollers in position on the switch plate. Tuck the return spring into the cover (pin engages hole in switch cover, hook engages side of tab) winding the spring somewhat anti-clockwise, push the cover over the switch plate, then place the assembly in the housing and re-install the spring band. Replacement switch can be sourced from a Series I Citroen CX (1974-81 or 1982-85) (P/N 95596774). The steering lock on the CX switch is much longer and so you will have to saw/grind it off to the same length/shape as the SM/Merak steering lock. I have several modified NOS CX switches available for this purpose.

The CX switch can be wired into SM harness as follows (use female bayonet connectors and be sure to number the wires). The 1974-81 CX switch will have the single sided key similar to the SM. The 1982-85 switch has the later key that can be inserted either way. CX switch terminals are numbered 1-8 as follows:

Terminal Number on CX Switch	SM Wire Color and Function
1	Red 12 volt un-fused
2	Blue - ignition coils, fuel pump, voltage regulator, radiator fan relay.
3	Black 12 volt fused
4	Yellow - instruments, windshield wipers, window motors, A/C control relay etc.
5	Green 12 volt fused
6	Mauve - Turn signals, reverse lights, Rear window heater, etc.
7	White 12 volt un-fused
8	Grey - starter solenoid

Switch connects adjacent terminal pairs, e.g. 1-2; 3-4; 5-6, 7-8. Note: # 7 and #8 are separate wires that do not go through the white 6-pin connector.

The Merak wiring is much simpler. There are only 4 connections, unfused power from the battery, power to the ignition and power to fuse #1 in the "run" position and power to the starter solenoid in the "start" position.