

Ignition Switch Key and Cylinder Changeover

As Installed in my 56 Sedan.

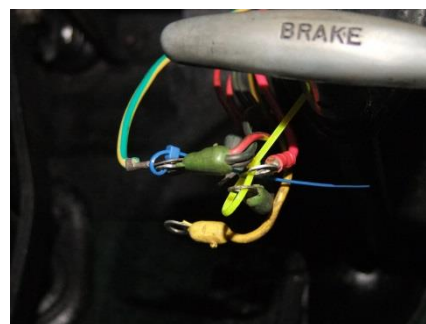


The day was going fine and I had just filled the Cussy with cheap petrol and was about to drive home. But alas the Cussy said "I've had enough" and refused to accept the key into the ignition switch, which left



me a bit stranded without tools or anything. I jiggled and pushed and twisted that key (for about 45 minutes) but there was no way it was going into the cylinder. Luckily it was fairly quiet at the servo and I did not create too much confusion stranded in the middle lane. A call to my RACV Total Care Hotline solved the problem, "yes we will send a mechanic" but I had to wait just on 1½ hours.

Finally the mechanic arrived and he was familiar with Customlines as he said he had owned several, years ago, in Adelaide. He tried the key but no luck so it was time to remove the ignition switch to jump start the motor. First important move "Disconnect the Battery", then it was safe to reach in behind the dash and remove the ignition switch from the dashboard. Once the switch was in plain sight the correct terminals were located, wired attached and after reconnecting the battery, then touched the starter terminal to the +12v and bingo, the motor sprung into life.



The bonnet was closed and off home I trundled with wires dangling below the dash. Once I was home it was just a matter of removing the wires and the motor stopped. Up went the bonnet again to disconnect the battery wires. With the switch dangling below the dash I then proceeded to remove the wires making sure to label each one so they would go back in the same position. Once I had the switch in my hands I proceeded to insert the key, again, but no way was it going to go in. Graphite powder and WD40 eventually allowed the key in but the turning was difficult. Eventually after some time I had the key in the cylinder and was able to remove the barrel from the switch, with great difficulty.



A call to The Rubber Connection was my next step. A new Ignition Switch, Key and Cylinder were ordered and eventually all arrived. I decided at this stage to get the new cylinder keyed the same as the original keys, which added \$35 to the cost but now I only need 2 keys, ignition/door and boot. The new key was a bit stiff in the cylinder but after repeated insertions with graphite powder and a squirt of WD40 all was working reasonably well. The new cylinder was inserted into the switch and the locking pin held it in place.

Next step was to try the switch in the dash and I had to make a small tool to twist the locking ring in place. That worked fine so out it came again. All the wires were re-connected to their appropriate terminals and the nuts tightened. Then it was time to insert the switch into the dash, with a slight press the Locking ring was inserted and twisted, with the tool, to lock all in place.

Time to reconnect the battery and try the new switch, which worked straight off, no problems. The new switch was probably an overkill in this procedure as the new switch was just as tight to turn as the old one, and it really did not need replacing, but now all is new, all is good.

Hope all goes easy for you.

Rob Brereton. 56 Cussy Sedan Owner.

