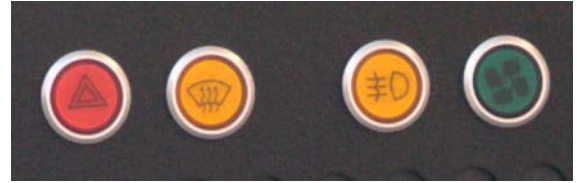


Changing the 'Morgan Lollipop' style switches:

One of the things that I always felt were 'out of keeping' on the car are the pushbutton switches on the dash for controlling the rear fog light, heated screen, heater fan and hazards on some Morgan Cars from 2001 onwards.



I have looked into ways of replacing these for some time. The concern is the way they are wired very finely into the 'circuit board' on the reverse of the dashboard. I did look at the switches and wondered if it was possible to use the existing bottom (wired) section and replace the top parts (the actual switch face) as the part that is attached to the plate 'simply' clip off the bottom half of the switch. I discovered this by accident when looking at this issue and came in VERY handy when the hazard light switch failed to work and a spray of switch cleaner solved the problem.

After a trip around the Morgan Factory last year I saw some of the newer switches that are used on Aeros and traditional cars (post 2008) and the main body of the switch appeared to look the same as they are indeed made by the same company 'EAO' (www.eao.com) a German company. I was aware that 'Simmonds' had tried to source these without any luck as they were 'customised' for Morgan and so felt that these were never to be available.



To the right is photo of the new switches on an earlier 2002 car (Le Mans 62)

So I was very pleased to see that a fellow 'Talk Morganeer' (www.talkmorgan.com), Christian Vierow (also known as '4acker') had achieved my wishes as seen here on his 70th Anniversary 4/4. (Photo left)



How it done and how easy is it to do?

I will try to explain, it is possible but a little 'tricky'!

The switches are available from Matthias Kauffelt from Germany (www.mk-holztechnik.de). Matthias makes replacement and customised dashboards for Morgans and has a supply of the switches. Unfortunately the switches he has available have the symbols for the 'rear fog light', 'heated screen' and 'hazards' and supplies a 'blank' for the heater fan (but more about this later). (I paid approx. € 40 incl. shipping to UK – Aug 2012)

The switches, as stated earlier, are from the later cars from 2004 and fundamentally the 'components' of the switch are all the same physically but with subtle differences on how they fit together.

The first part of the exercise is to remove the dashboard. The dashboards of cars fitted with the switches vary and I will describe those on my car (2002 4/4 Le Mans 62). This involves 4 screws and the dashboard pulls forward to be met with a number of plugs and sockets that have to be separated to allow for the complete removal of the dashboard. This takes courage and it is also worth noting the number of connectors to ensure they are all replaced when replacing the dashboard (otherwise it becomes very worrying when things do not work again!).

Time to give it a go..

You now have the dashboard off and you can see the switches clearly. BE CAREFUL with the wires that connect the backs of the switches to the 'Circuit Board' with warning lamp clusters as they appear to be very brittle and will not take too much abuse.



On the later cars the switches mechanically plug directly onto the printed circuit board and are easier to remove completely for easier manipulation.

An exploded diagram of the components of the EAO switch can be found on their website and is very useful to identify the components (numbered) to explain the next process.

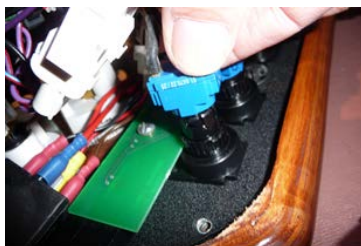
[www.eao.com/.....](http://www.eao.com/)

The components from the new switches are only, the 'Lens'(1),'Marking Plate' (2) and 'Lens Holder' (3). These are removed from the newly supplied switches by gently holding the top of the switch (parts 1,2 &3) and slightly pulling to one side and out (similar to separating Lego bricks). Simple, once you have the knack and courage.



Now we need to remove the top section of the existing switches.

Bearing in mind that they are still connected and to be careful!



You should remove the 'Fixing Nut' (11) and in a similar way to how you removed the tops of the new switches you have to 'break' the top section away from the 'Illumination Unit' (12). This allows you to completely remove the 'Fixing Nut' (11) and then pull the 'Actuator Housing' (10) through the dashboard panel.

Now remove the switch tops (Parts 1,2 & 3) from the old switch (do not mix up the switches as they have different colour lights and you will also note that the 'Fog Light' switch is not a toggle action (on/off) as it operates the relay circuit.



You would expect that all we have to do is swap over the tops.....not quite!

Due to the way the switches are mounted the graphics on the new switches are 'out of position' by 90 degrees. To correct these it is necessary to undo the 'Lens' (1) from the 'Lens Holder' (3) by gently unscrewing (like a jar lid) and the 'Marking Plate' (2) is revealed. In the centre is the engraved graphic. By CAREFULLY using a needle it is possible to lift the graphic out and then carefully reposition it into the 'correct' position. Screw back on the 'Lens' (1) and now reposition the new components (1,2 &3) on to the old switch base and refit.

Now back to the 'Blank' switch.



To create a new 'symbol' I created a suitable graphic and printed it at 15mm (simply print this page!) and printed it on to 'Printable Overhead Projector' Acetate (remember those!) using an Ink Jet printer and by carefully cutting out was able to then substitute this inside the 'Lens Holder'.



All that is left to do is refit the dashboard and there you have it, no more 'Lollipops'!

Good luck..

*Prepared by Keith Hofgartner with inspiration and guidance from Christian Vierow (and translation to German)
(neither holds any responsibility for the instructions contained in this document and given to the user to use at their own risk)*

August 2012