

Repair of 250 SL Multifunction Switch

Translated from the German with Google Translate – Use at your own risk

Hello everybody below is a short description of a method for disassembling the turn signal switch also known as the combination switch and restoring its functions.

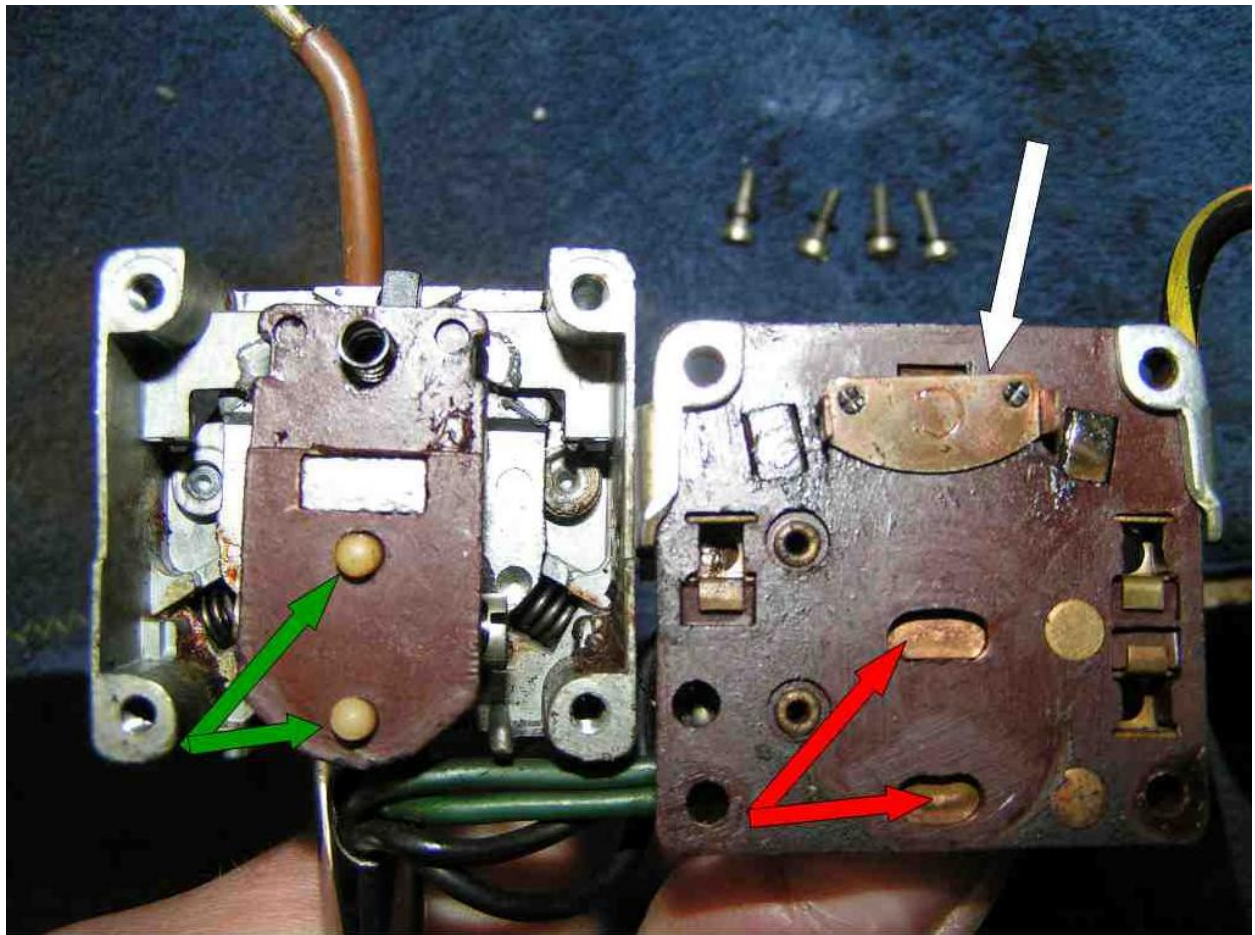
Often the switch does not engage - this problem can be fixed – the repair method is described here.

Sometimes after pressing the turn signal or windshield washer, the lever does not go back into the starting position - what this may be and a tip to correct the problem is also described.

Sometimes the windshield washer or turn signal does not work correctly. I describe why as well as a tip to eliminate the problem.

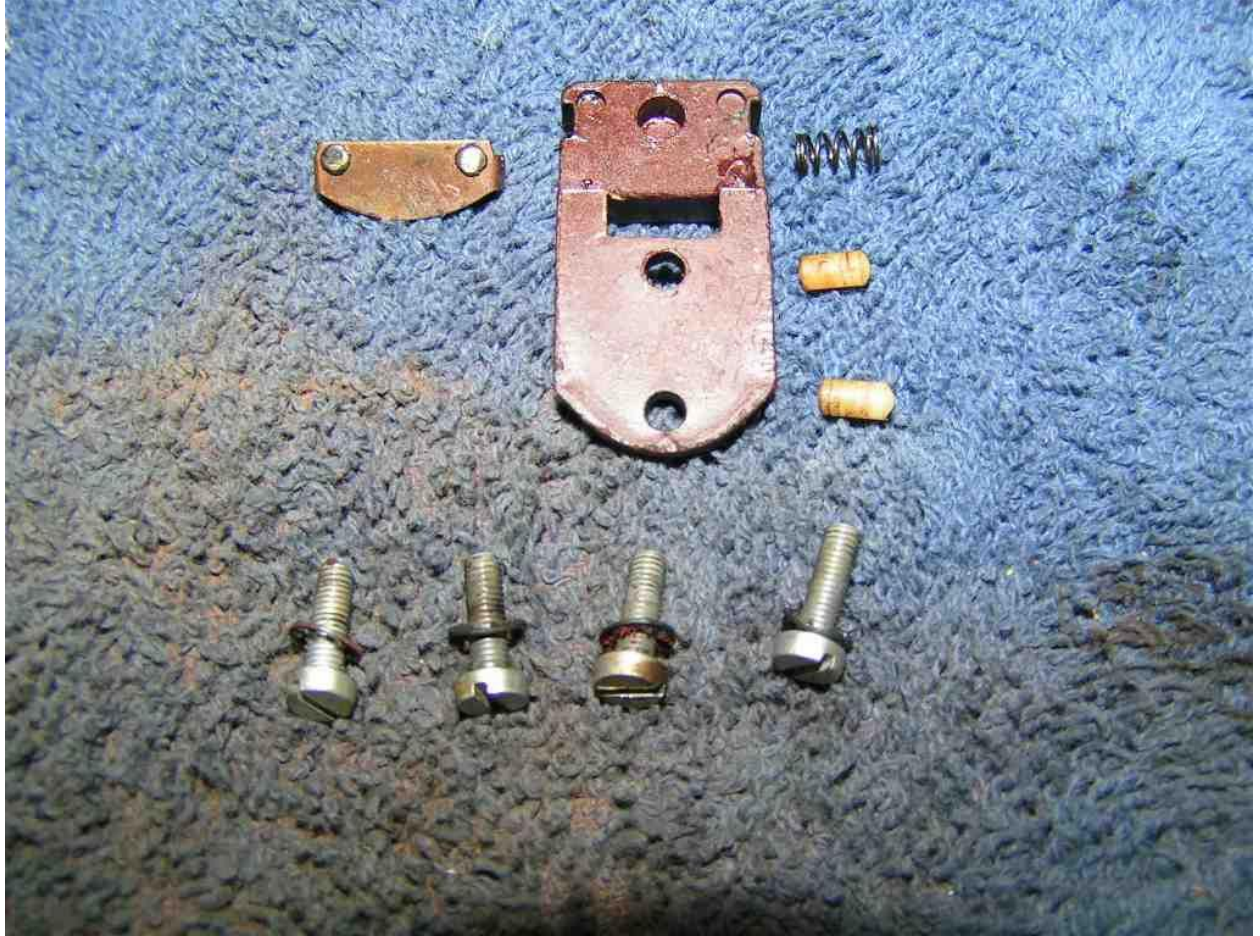
After loosening and removing the 4 screws, the Bakelite lid can be lifted off. The contact for the turn signal function is visible (or meets [or opposite to]). A spring pushes against the contact from the back. It is important to note that in the reassembly that they contact again with the flat side facing up (see white arrow). Furthermore, you can see the "switch" for the turn signal and washer (green arrows). Press this when the lever is pressed against the contacts (red arrows).

Sometimes the windshield washer or LH no longer works. This may be because the contacts are worn out. In my opinion the contacts cannot be repaired, but the "switch" made of plastic can be easily replicated on a lathe. Just reinstall [fit, incorporate] a little longer to put pressure on the contact again. [Make them a little longer.]



The Bakelite part with the "switches" can now be removed and the individual parts can be cleaned or [i.B.a.] the "switches" are reproduced [remade].



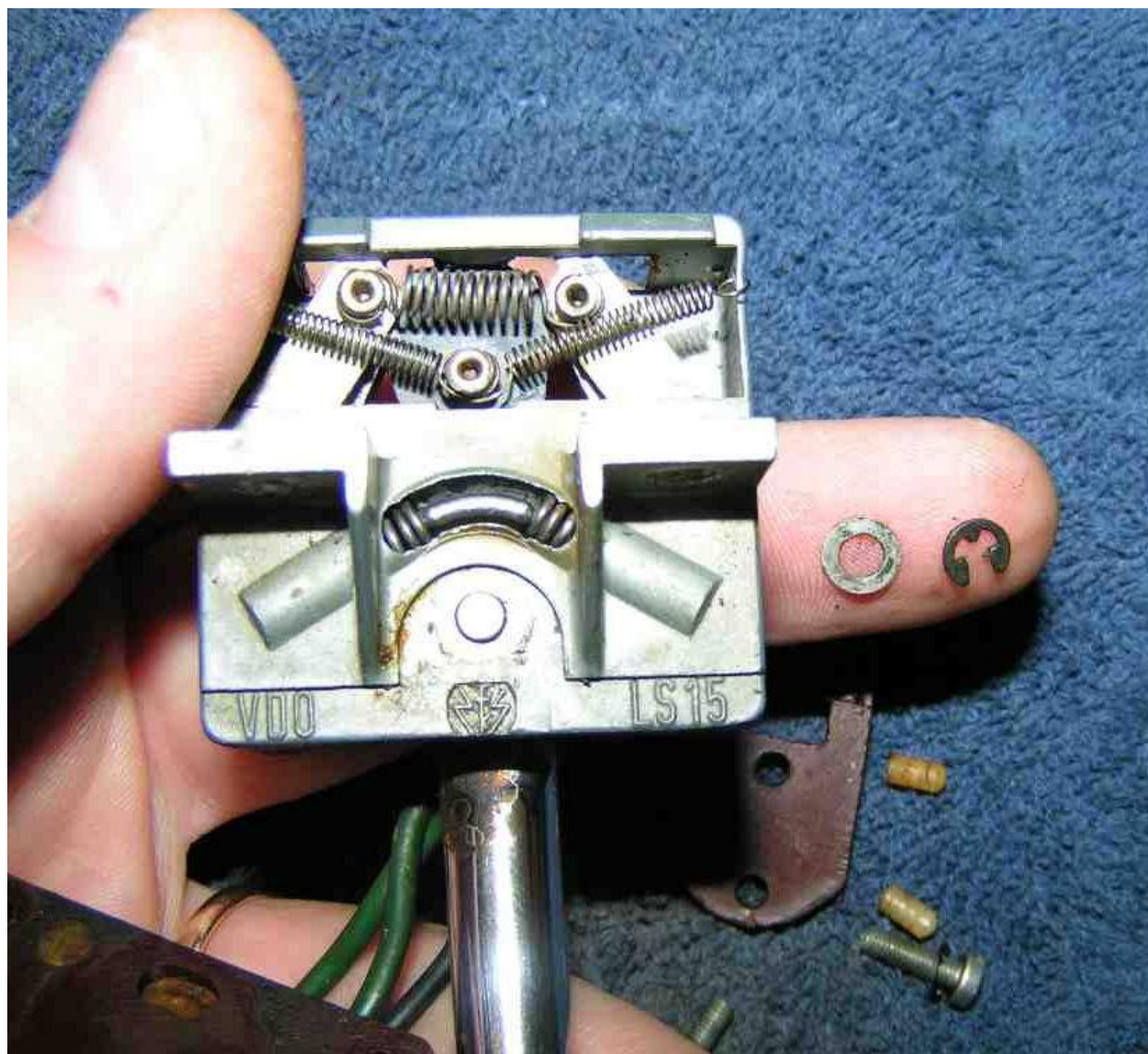


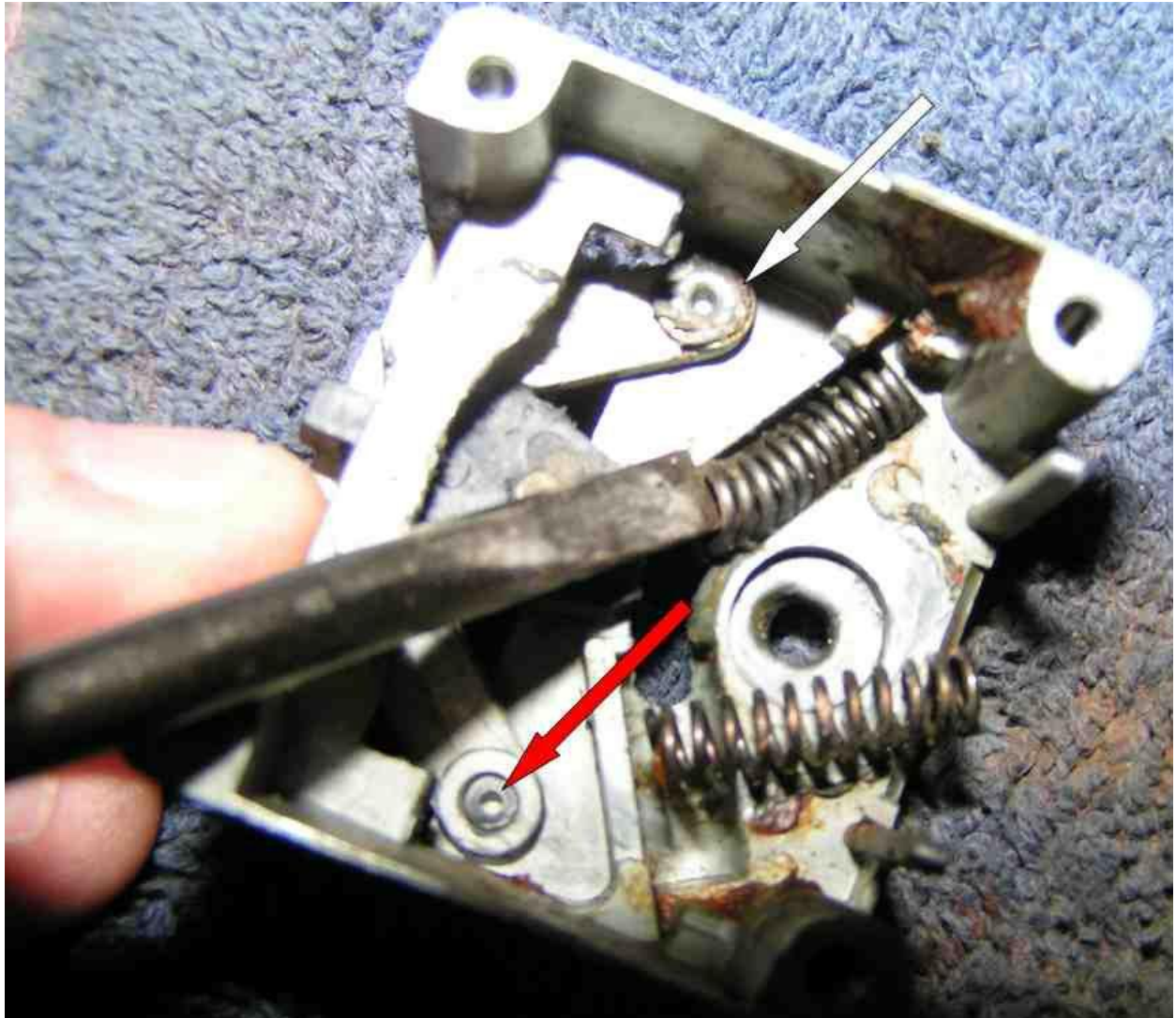
Items until now



Now you can remove the lever. Release the snap ring and remove the washer (Arrows)

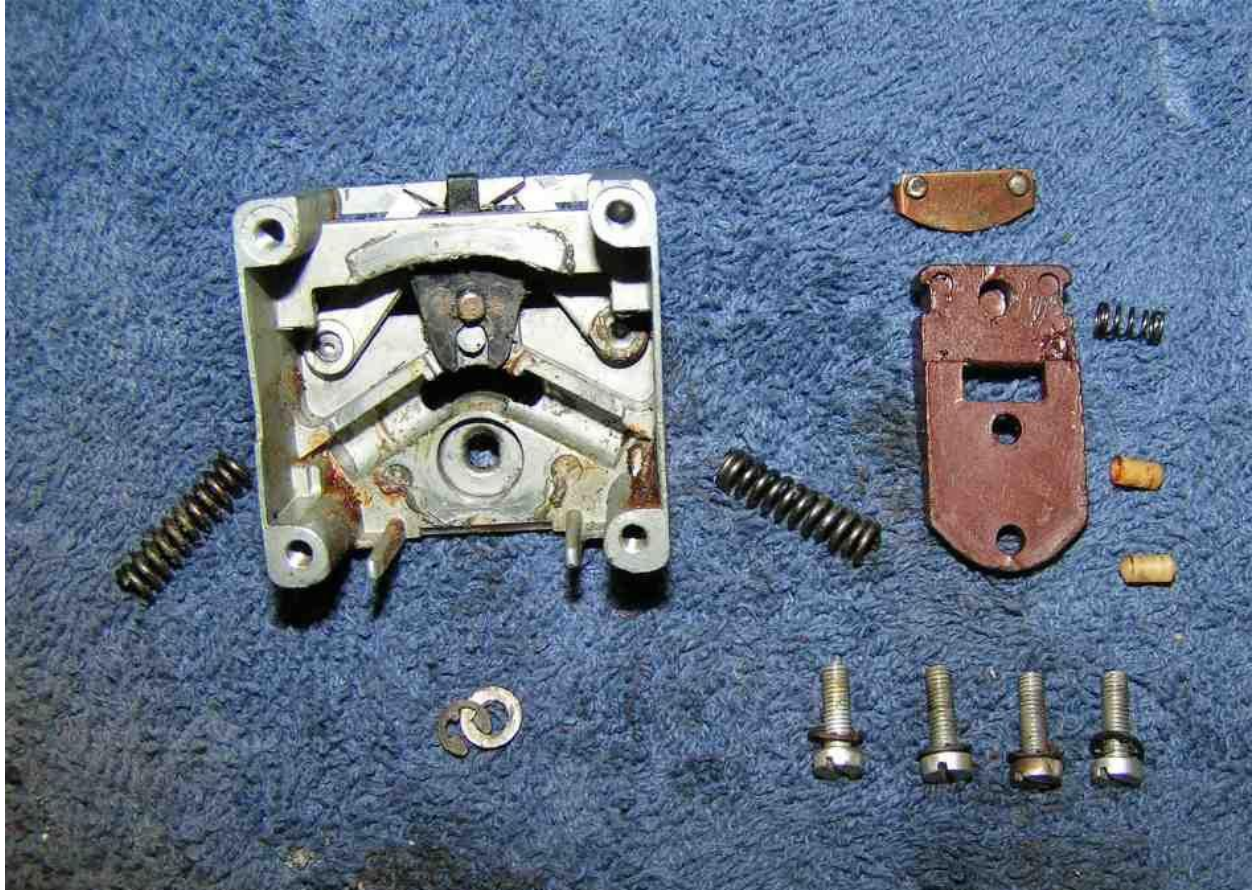
Now take the casting in hand and push the arm forward with "gentle force". This jams a bit because some of the lever is caught between the springs visible in the photo (making the lever spring back). The springs are expected to meet one another - but it's no problem.





When installing, you can easily replace the above springs with a screwdriver but what you see here is a defect that I find very common. The levers that hold (by means of various springs) the turn signal switch in one position are riveted. Often one or both rivets are broken (white arrow repaired / red arrow broken).

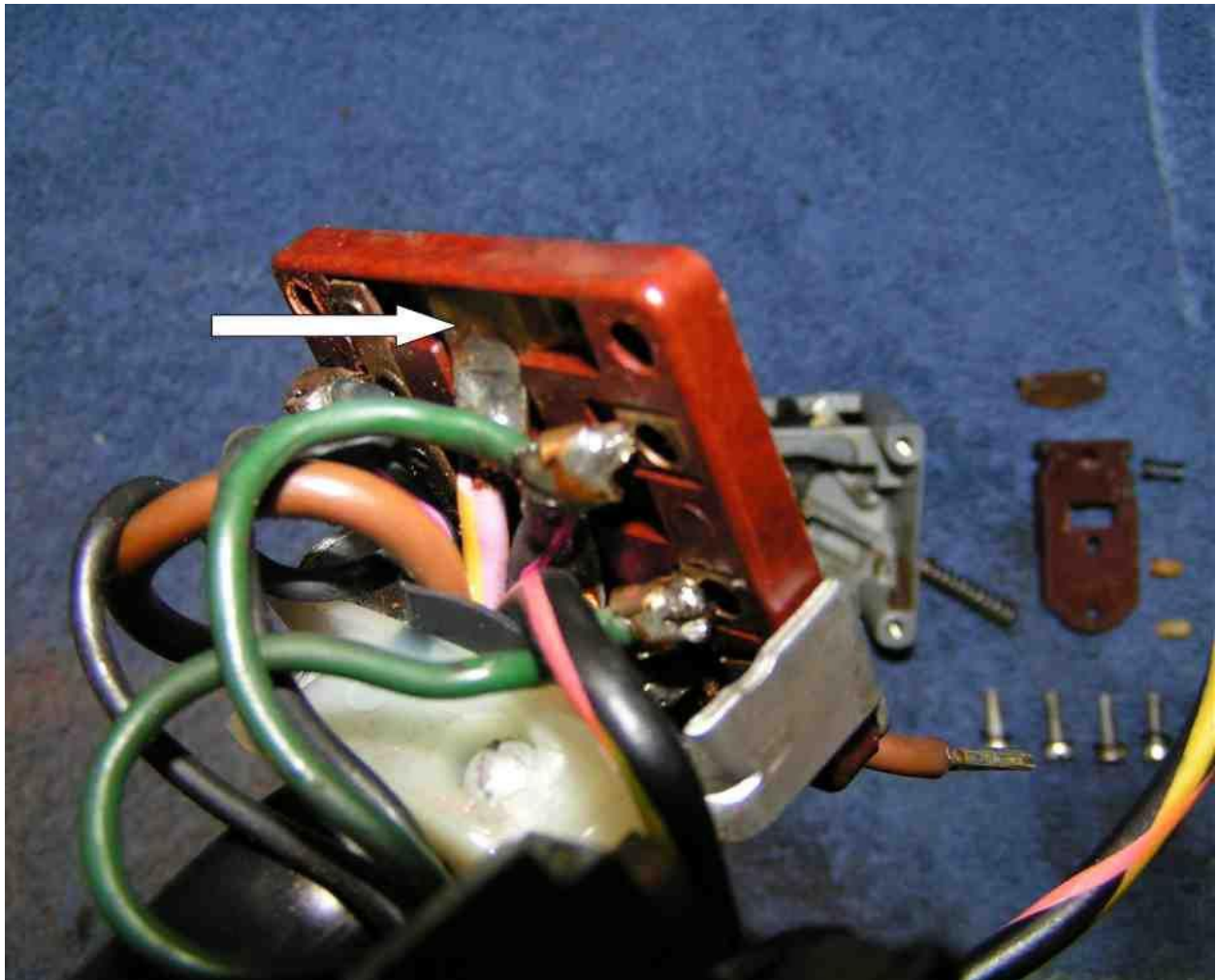
The lever is still on the guide, but has play. If you look at the unassembled switch from above, you can see that the "rollers [parts]" - which sit on the levers, hanging [cocked] a little bit diagonally. I had cases where the function was not impaired, but also cases where filing the part (see instructions below) could not compensate for the error. I'm still working on one Idea to fix this bug. *Addendum to this: Thanks to our member Fritz, we have found a solution as described in detail below.*



The items so far

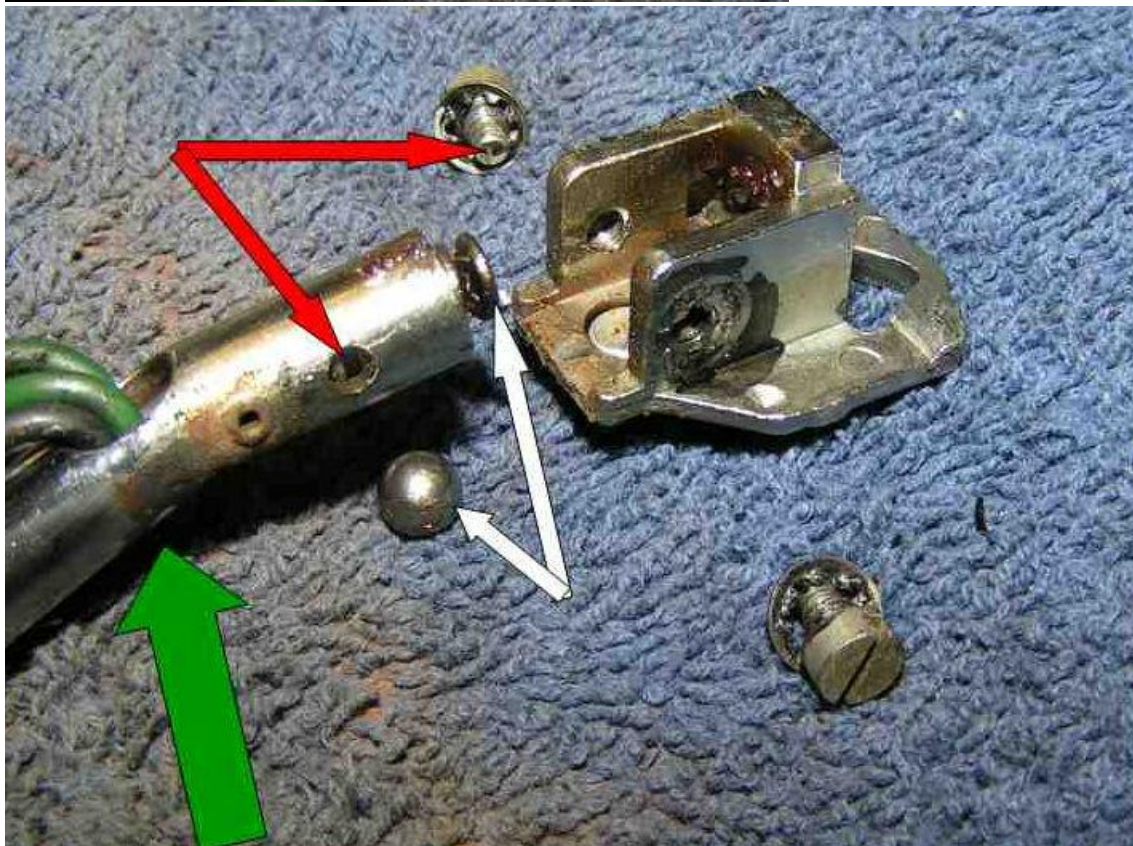
If, when the turn signal or wiper / washer is operated, the switch no longer returns automatically to the middle position [normal position], it may be on a small ridge [burr, edge]. For this - or just to clean the part properly - loosen the 2 screws. The lever can then be separated from the lower part. Careful, do not

lose the ball.



Attention, note how the lever is mounted. It must be the same way for reinstallation (see green arrow). You will see that it is wrong when reinstalling if it is not replaced correctly.

The screws have a short thread with no threads at the beginning [tip]. These hold and support the lever. Be careful when reinstalling - there are only a few threads; it will come off if pressed firmly! It is best to put the casting in the vise at this stage so you can put the lever in with one hand while putting pressure on the spring and then turn the screw with the other hand.

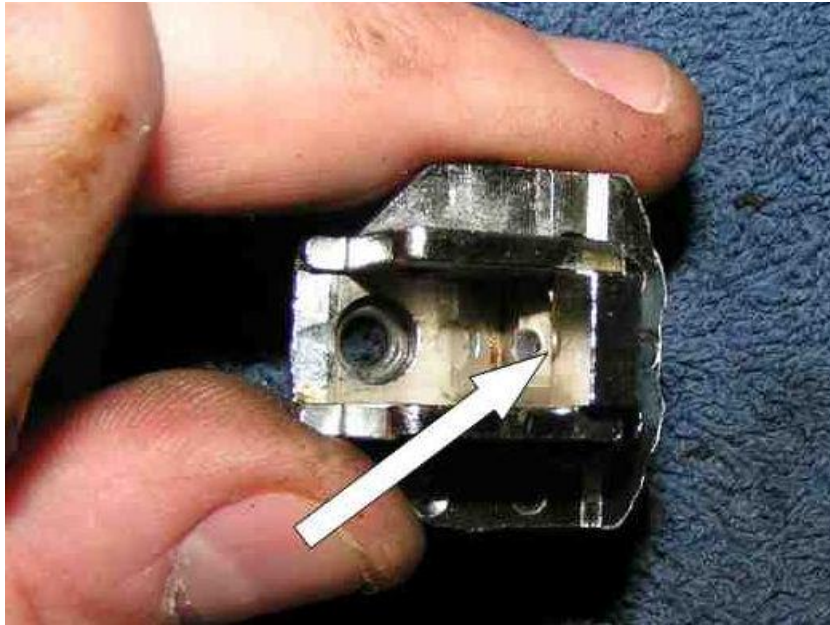


If the turn signal switch no longer locks properly, you can gently re-file at the points shown here. The above-mentioned parts snap in when pressing the turn signal switch here and hold it up or down. If the

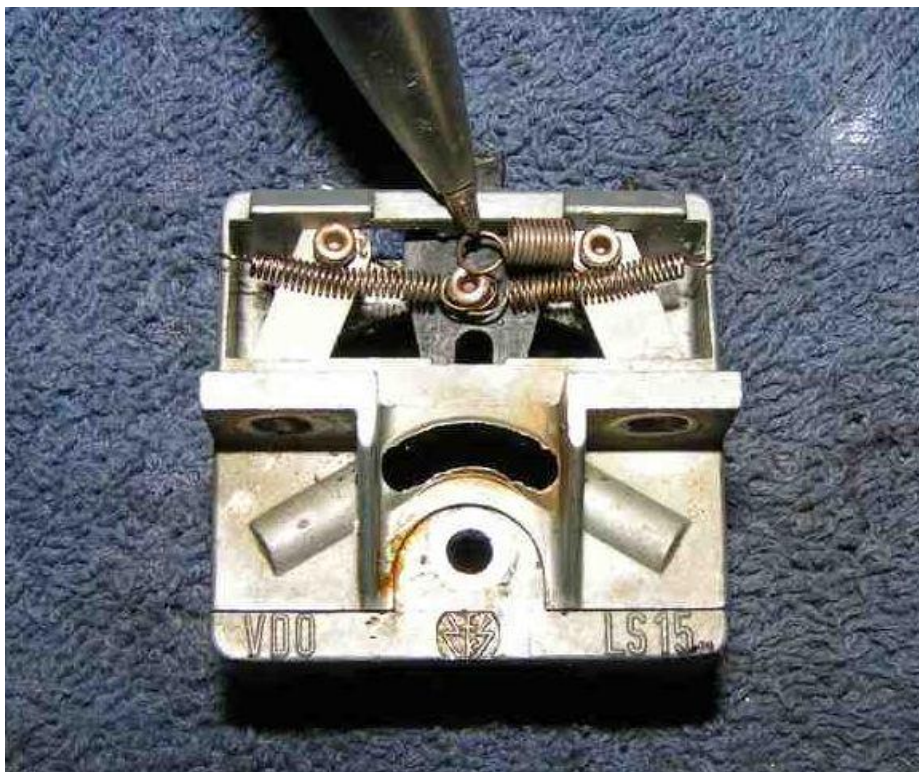
edges become worn over the years, the parts slip over them and no longer hold the lever in position. Caution: do not file too much; otherwise the parts will hold so tight that you can no longer move the turn signal by hand. Here a little trial and error is better. It is better to take it apart more than once and re-file - eventually it will work out!



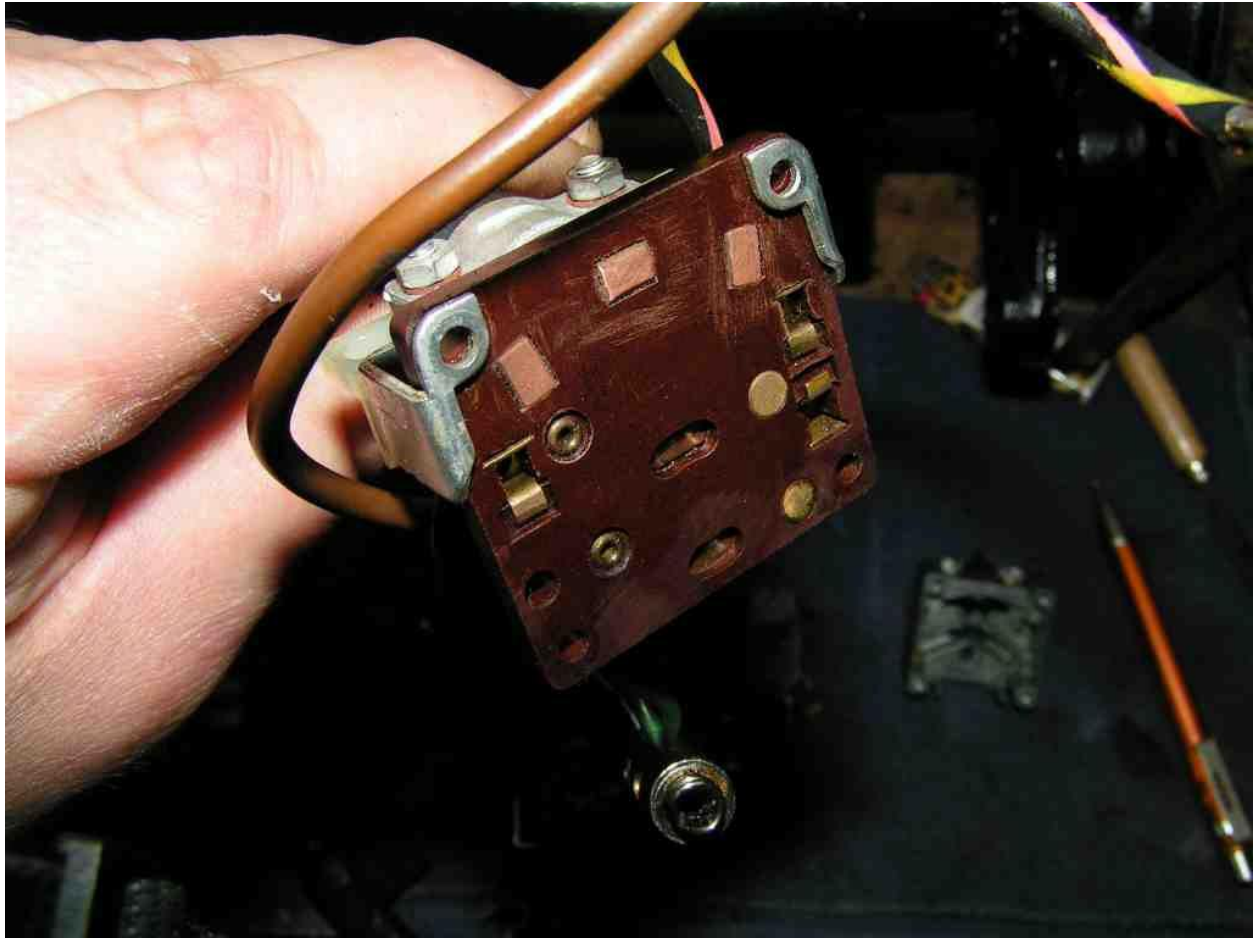
If the turn signal lever does not go to the normal position by itself after activating the turn signal or wiper, this may be due to a burr at this point (arrow). The ball is in the notch [hole] when the lever is in the middle [normal] position. Often there is a burr on the left and right of the notch. If this is too big, the ball will jam and not return to its original position. Just remove the burr with a file and it will work again.



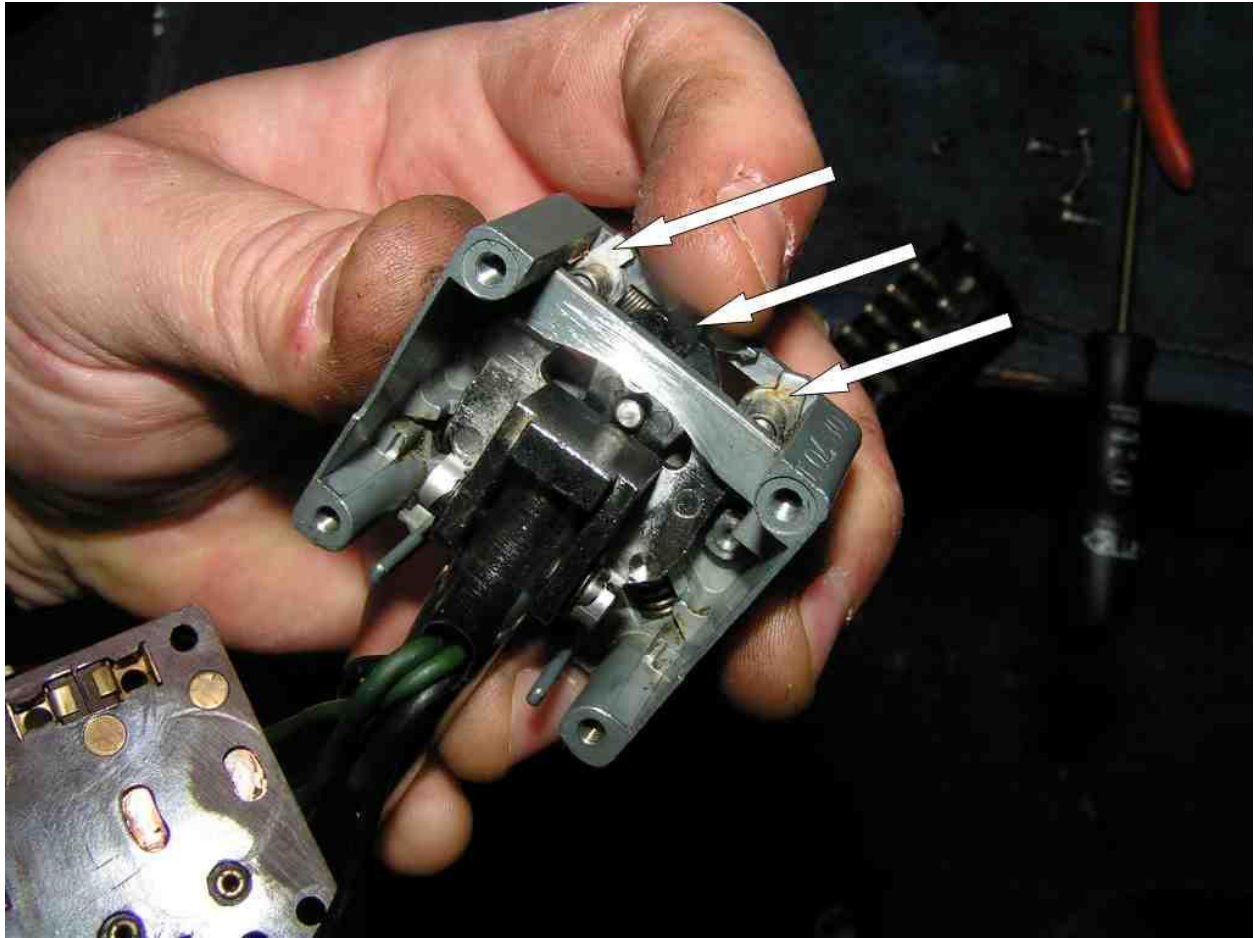
Before we assemble the switch, release this spring on one side. It pulls the two "levers" together with the rollers. If we release the spring, the levers can be moved to the left and right and we get better lever movement.



It makes sense to clean the contacts (also the opposing parts).



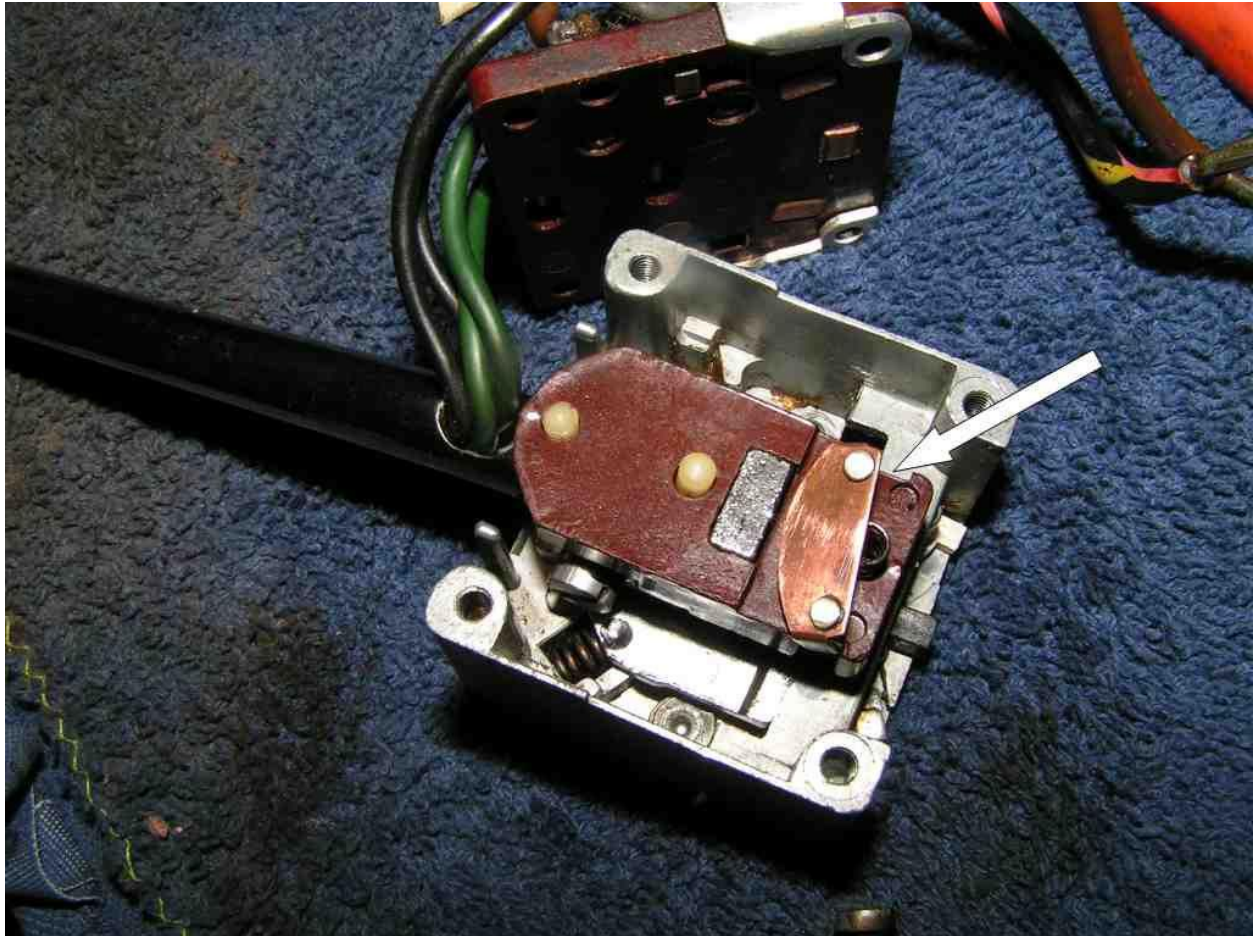
Now we take the housing, put the two levers to the side and push down the black part that releases the lever. It is somewhat difficult because the nose [tip] is reintroduced into the springs (which we had used before, of course).



When this is done, use pliers to pull the pin out, onto the washer and snap ring. On my first attempt, I did not know this and was very frantic. The gouges in my kitchen table still bear witness



When done, reassemble the Bakelite part mentioned at the beginning with the "switches" and springs. Replace the contact plate for the turn signal function (flattening it upwards!) and insert into the groove. Now with your "3rd hand" put the Bakelite lid back on. Replace the 4 screws.



Thanks to the Fritz from Swabia who described the fix for the problem with the broken lever rivets. Simply drill out the defective rivet completely and drill a M3 thread into the housing cover. Then the lever is attached with a corresponding brass screw - done! Thank you Fritz55mann for the tip!



If the switch now works again congratulations, otherwise disassemble again.

Greetings from the Frank in Sauerland.