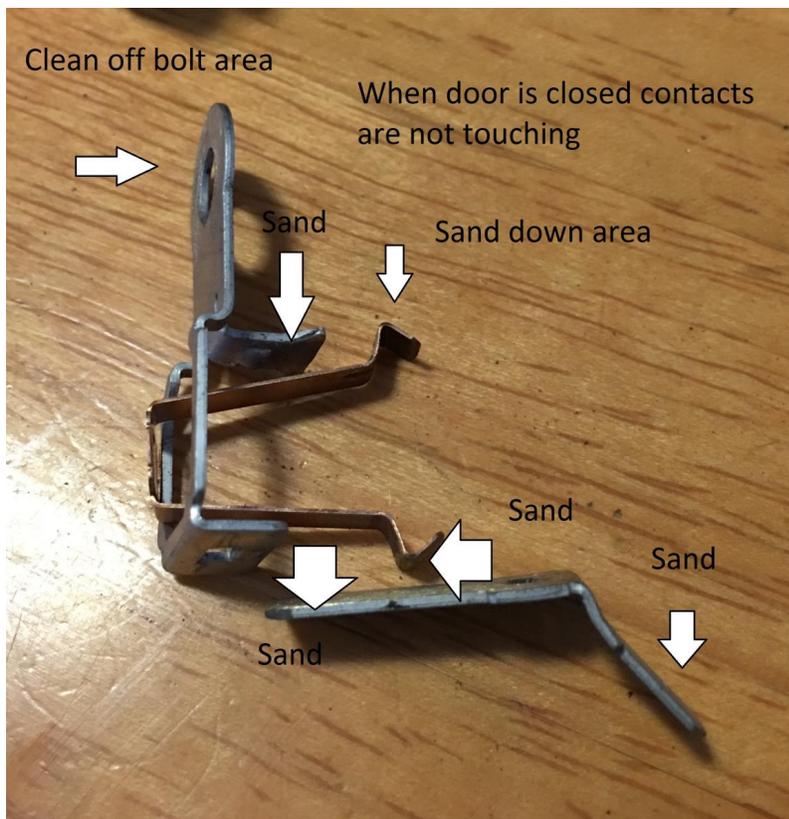
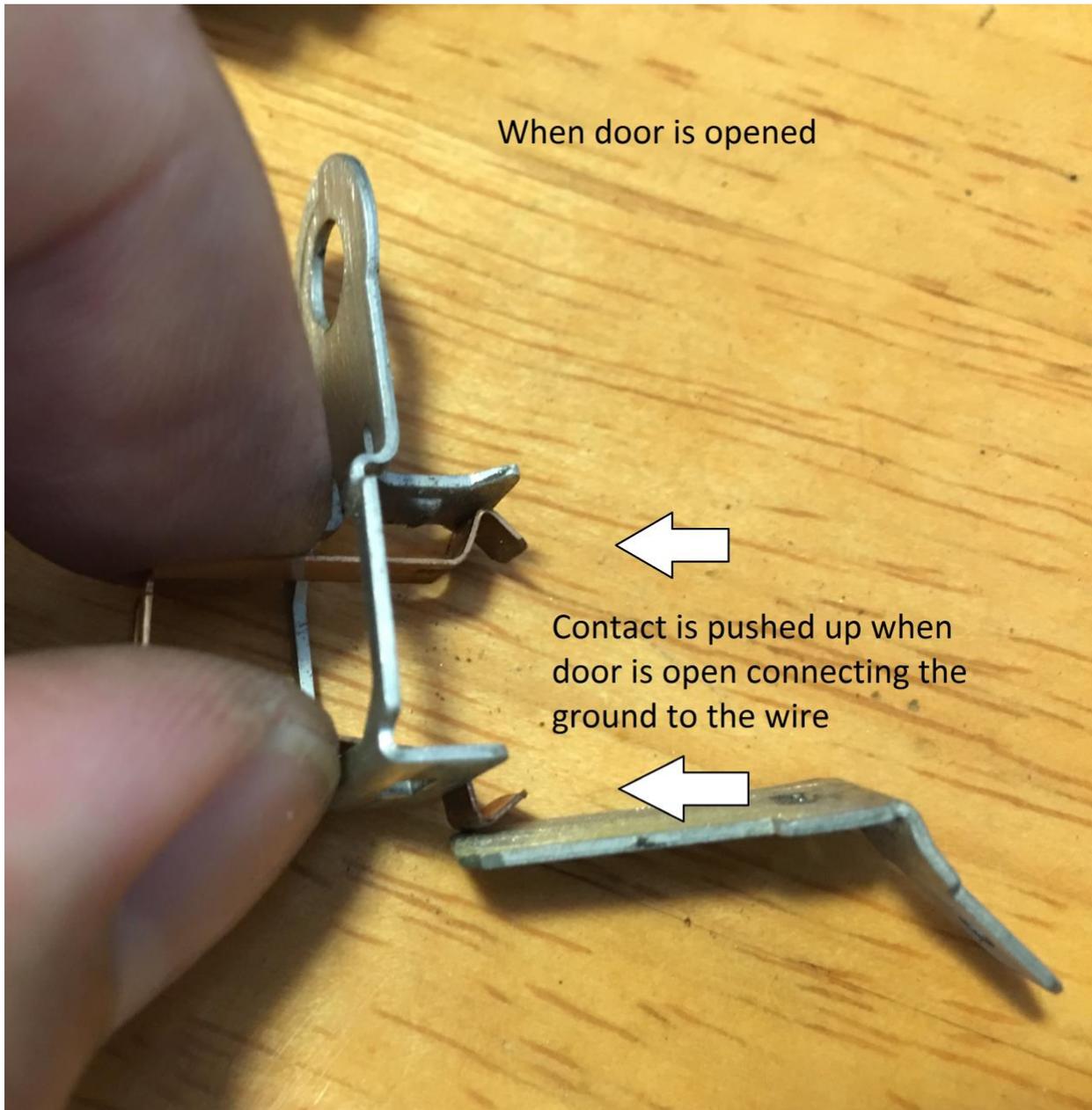


DIY How to fix your faulty door pin switch

Symptoms of a faulty switch:

Do you notice your dome light not coming on when you open the door, flickering the door is open, door locks automatically relocking? Our keyless entry automatically turns on the lights when we press unlock. If we do not open the door the car should automatically relock itself after a few minutes. This all comes to your door locks sending a signal to the keyless entry module. This is most likely because your door pin switch is dirty or corroded and not making a good ground. Our door pin is connected to ground via the bolt holds it to the chassis. You can test this by lightly wiggling the tip of the switch, if your lights flicker or turn off you need to clean it. When the switch is compressed (door closed) the circuit is open causing no signal to be sent. When the switch is uncompressed (door open) the spring inside pushes the contacts against the ground and the other side causing it to close the circuit sending a ground signal down the wire.

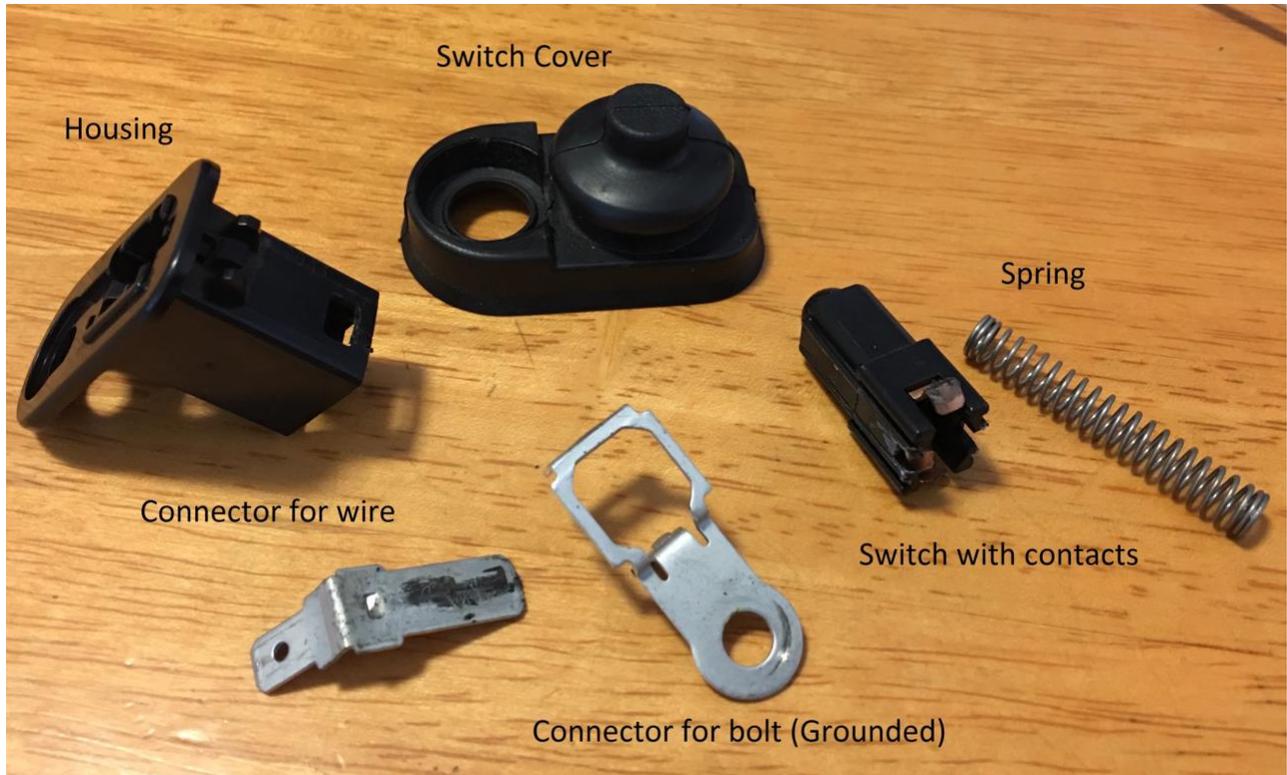




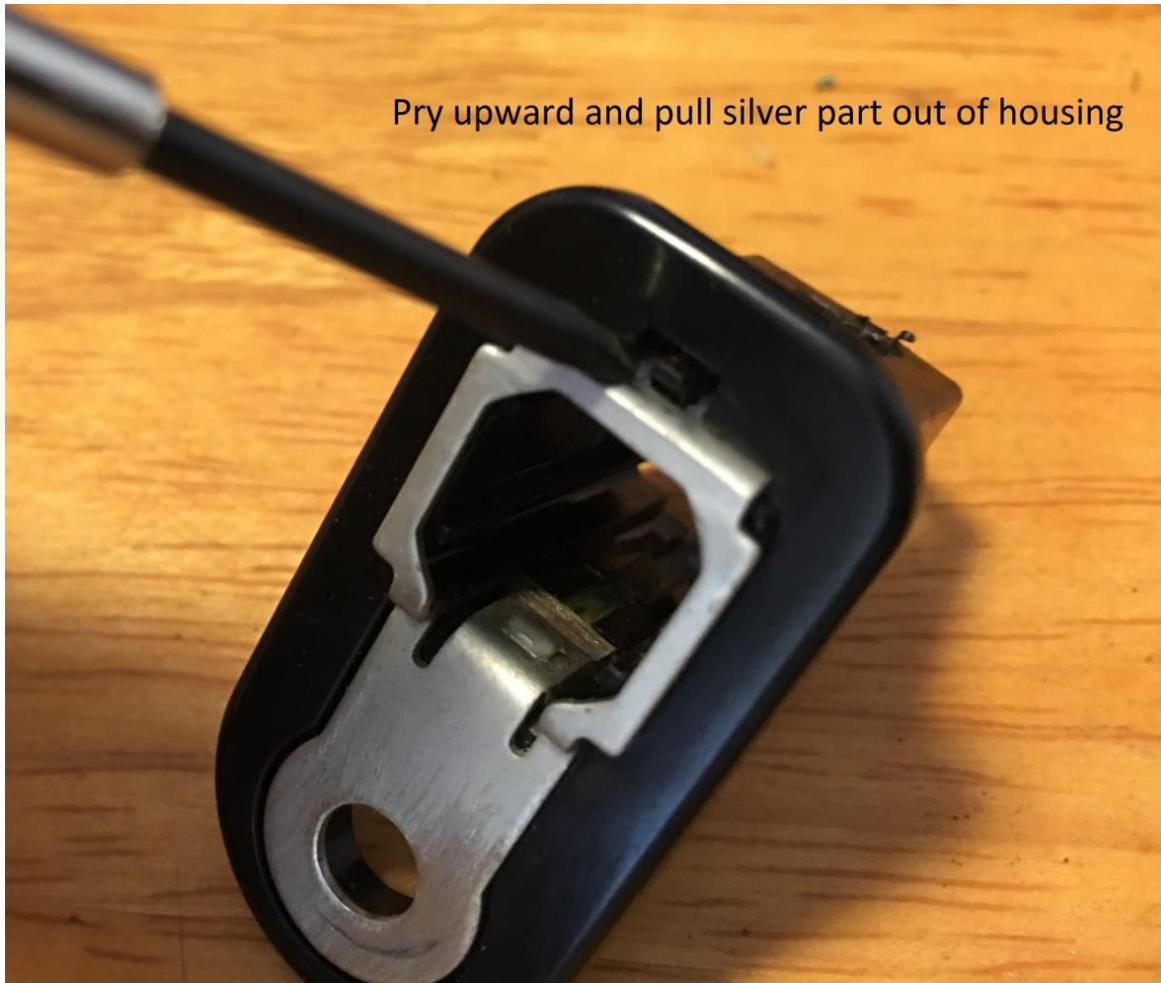
How to fix

First we need to remove the switch from the car. Remove the cover.

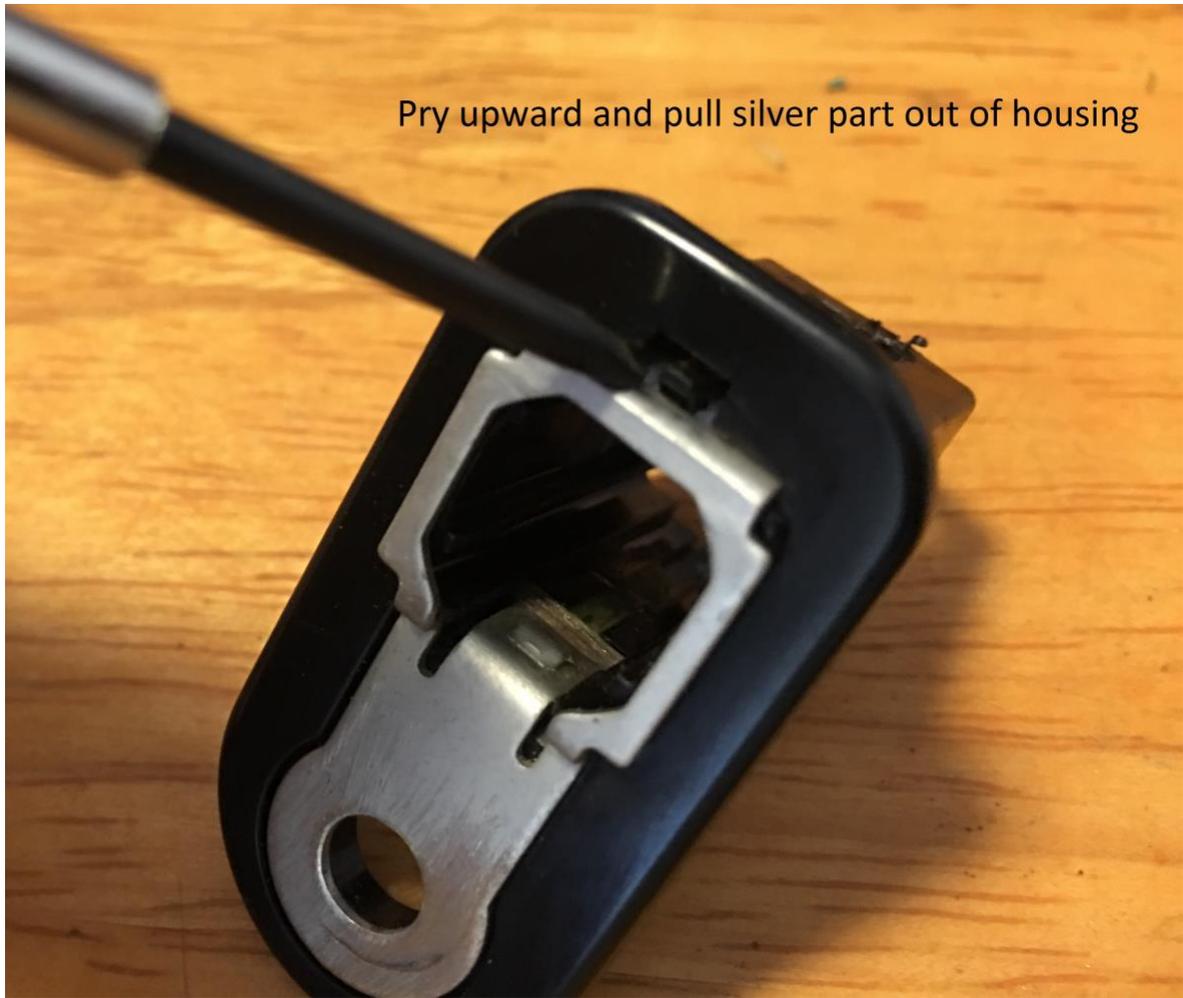
Here is a disassembled switch for reference



Second we want to remove the part holding the spring/pin. This is done by prying up a small tab that is holding it down. When you pry this tab up, lightly pull on the silver part and it should come out. Remove the plunger, spring, and copper contact.



Third we want to remove the part that attaches to the plug. This is slightly harder and be careful because it can be brittle. Pry up on the black part so you can slide the silver part with the tab out. You can clean this without removing it but i did remove mine.



Pry upward and pull silver part out of housing

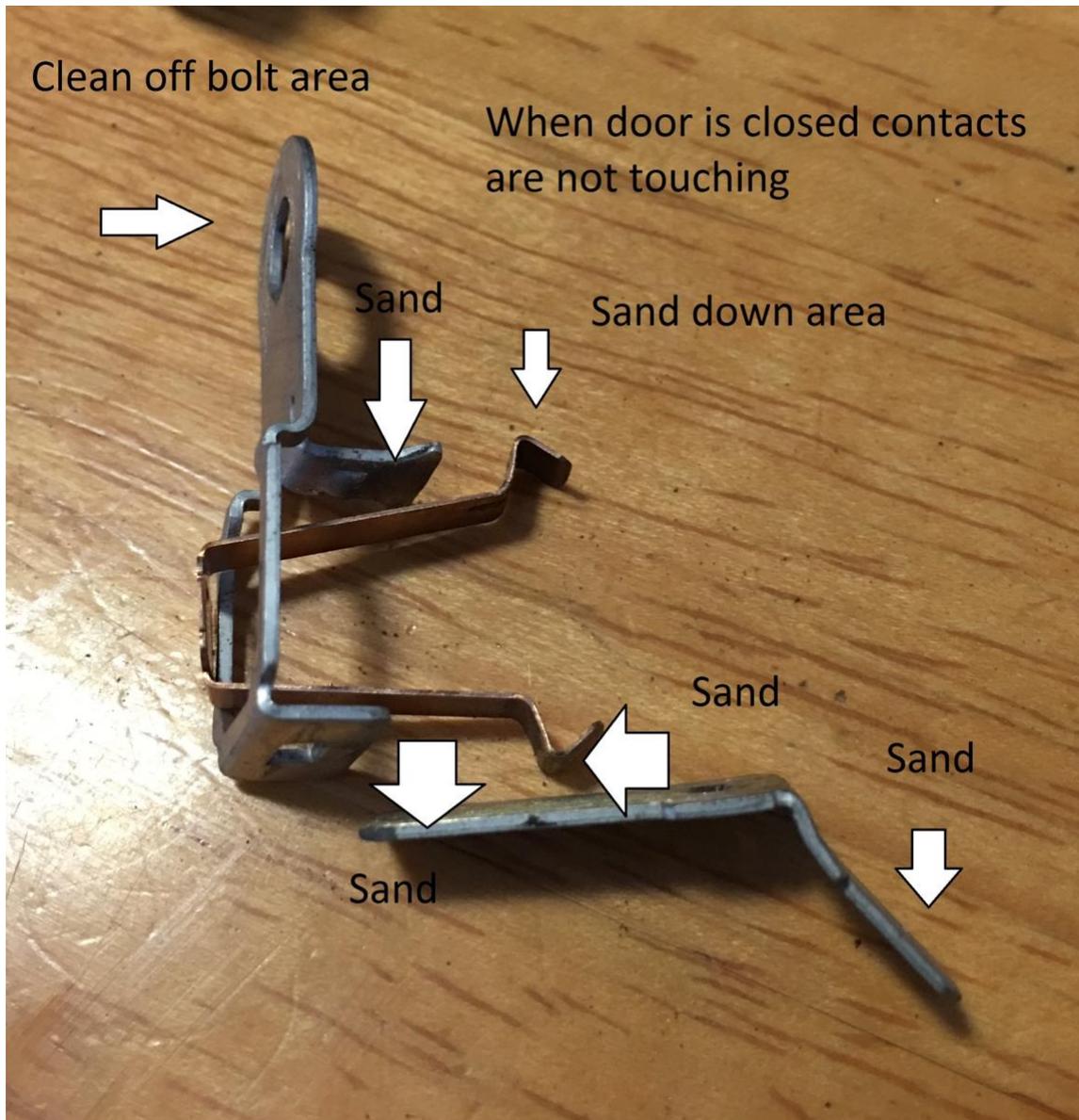
Lets inspect the parts. You can see all the dirt and grime that has collected over the years and that it is not making a good contact anymore.

See how dirty contact is





Fourth its time to clean this off. I took some fine sand paper and cleaned it till it was shiny. Look at the photos of where i sanded it off.



Optional. I noticed that there was a nub on both of my silver connectors on the bolt hole side. This allows for very small contact area so what i did was grind it down flat so when the contacts touch it will be with a larger area. It worked fine for me but you can leave it if you want.



Last step is to reassemble it back together. in the reverse steps. 1. Put the wire connector back into the housing. 2. put the plunger, spring, and contact in. 3. put the plunger retainer back in. 4. Place cover back on. You should put some dielectric grease on the plunger and all the contact areas. I did not have any with me at the time so i did without. I can easily disassemble if it acts up. Takes about 5-10 minutes per side. Make your when you install into the car that the bottom sits flush before you screw it back in.



Check your work and see if it made a difference. Alternatively you could just replace the switch but it was so easy to clean.