

Side Stand Switch Fix,

My Fazer 600 refused to stay running when I put it in gear one morning when ready to go to work. Back into the garage and took the 1000 instead. Not looking forward to the possibility of having to remove the downpipes and sump or maybe even the engine to sort it out. There has to be an easier way and yes there is

When I arrived home from work the first thing I checked was the connector under the side cover as it can become corroded, in my case it was fine as I had treated it to Dielectric grease years ago, then I checked the cable to the switch to see if it was broken or frayed. All was fine which meant (what I was hoping it was not) the Side Stand Switch itself was faulty.

After an half an hour looking at it and thinking about it, I had my dinner thought about it some more and this is what I did and had it fixed in a few hours. Unfortunately I had the switch off before I thought of taking photographs of what I was doing

Items required

Variable speed drill with a small chuck as space is tight (I used a B&D battery drill)

3mm hss drill bit

4mm hss drill bit

5mm hss drill bit

Centre Punch

Superglue (yes superglue)

1 x 30mm long Stainless M5 x 0.8 bolt with Nyloc nut.

1 x 20 mm long Stainless M5 x 0.8 bolt (I used allen bolts as I had them in my box of nuts and bolts and length given is thread length not the overall bolt length)

2 small Stainless washers

1 X 8mm ring spanner (shallow offset)

An Impact screwdriver, with Philips bit the correct size to fit the head of the lower bolt to make removing it easier.

A bench grinder, I will explain why this is required later, a good file will do but the bench grinder just makes it easier.

Procedure

Remove the side cover and disconnect the side stand switch connector.

Remove the sprocket cover completely or tie it up out of the way. I removed the clutch cable and took the sprocket cover off completely as it gave more room to work.

Remove the Side stand again to give more room to work

Clean the area around the side stand switch as it will be full of muck from the chain.

Punch the centre of the upper bolt from the sprocket cover side

Using 3mm bit drill into the centre of the bolt, I drilled in about 5 mm and then used the 4mm bit as I did not want to break the 3mm bit.

The bit will spin out the bolt as it starts to drill into it. Drill it slowly with the variable speed.

Now remove the lower bolt from underneath with the impact driver.

Drill out the threads of the upper bolt hole using the 5 mm bit. The hole nearest the crankcases, do **not** touch the lower hole near the frame)

Feed the cable out and remove the switch, the cable is behind the water pipe which meant it cannot be remove the cable without removing the pins from the connector the pipe to the water pump. I did not bother with either and fixed/cleaned the switch next to the bike.



Using a Philips screwdriver open the 4 philips screws



Picture of completely dismantled switch, these were pictures I took when I dismantled a spare switch I have.



Be careful not to lose the small spring in the sliding part of the switch, I stretched the spring a little as I did not think there was sufficient corrosion on the contacts to cause the open circuit and thought perhaps the spring had settled and was not maintain sufficient pressure on the sliding contact



I cleaned the contacts with very fine wet and dry paper also just to be sure.

Close up of the removable contact



Switch ready for reassembly



Coat the switch inners and rubber seal with dielectric grease and reassemble it



Operate the plunger a number of times and then test it for continuity with the plunger released. Press in the plunger and continuity should cease.

Now to the installation.

Glue the two washers to each other and then to the Nyloc nut. Now centre the lot on the upper bolt hole of the switch and glue it to the switch. This is required as you cannot put the nut and washers on when the switch is in position. The superglue holds them in place while you start the bolt into the thread of the nut.

See picture below.



The 30mm bolt is too long, but a 25 mm bolt is not long enough to use all the threads of the Nyloc nut. You will have to shorten the bolt by a few mm depending on the thickness of the Nyloc nut. I cut mine down to 27mm. After cleaning up the ends of the threads, the final length was 26mm. Measure the thickness of the 2 washers and Nyloc nut together and add 21mm to it and this is roughly the length the 30mm bolt needs to be cut to and it allows 1 mm to clean the cut to allow the bolt to thread into the nut easily. The full 30mm will make it more difficult to use the spanner later and you may not be able to remove the spanner when the nut and bolt are tightened.

The washers are required to raise the nut off the switch to allow a ring spanner to fit to tighten the Nut and bolt. Put the switch in place and screw on the lower bolt from the underneath, but do not tighten it. Put the longer cut down bolt in from the top and screw it into the glued on nut. Because of the limited space a normal ring spanner will not fit.

Now it is time for the grinder unless you have a very thin shallow offset ring spanner.

I ground down the shallow off set spanner to 4 mm thick for it to fit between the nut and the sump.



Now tighten both bolts to 12Nm

Pictures of completed job



Sorted and now I can remove it if needed again easily.

Test for continuity again using the side stand and if all is well route the cable back as it was and push the connectors back together and replace the side cover

Replace the Side stand and the sprocket cover and don't forget to reattach the clutch cable if you removed the cover completely.

A ground down spanner was a small price to pay and grinding it down was a lot easier and cheaper than removing the downpipes and sump or engine.