

HONDA PC800 HI/LO switch with "PASSING"

OUTLINE

To change the standard HI/LO switch on the PC800 to a version of switch that also had a "PASSING" position as well as the HI and LO positions.

DETAILS

The ONLY version of PC800 that had the "PASSING" feature listed with the HI/LO switch was the Italian 1990 version of the PC800. Although I hadn't checked the Japanese market as this would have been hard to obtain parts from.

PARTS NEEDED

HI/LO SWITCH (with "PASSING")

The part number is: **35170-MR5-921** (can be obtained from Honda Europe), there is also a 35170-MR5-920 for the 1989 PC800 but this version does not have the "PASSING" feature listed.

ALL the parts were the same price as the French version of the switch at no more than £20 but all had differing part numbers.



WIRE HARNESS

The part number is **35131-MR5-920** (can be obtained from Honda Europe) this part will fit BOTH 1989 & 1990 Italian PC800's but differs from the French version of the same part even though they all have Light Power switches.



PROBLEMS

3PIN to 4PIN CONNECTOR

The Italian HI/LO switch (on the left) has a 4pin connector whereas the USA and the French (on the right) has a 3pin connector. I would guess that even the switch on the 1989 Italian PC800 with no "PASSING" has 4pins, which would explain why the wire harness is the same for both years of Italian PC800 yet different to the French version.

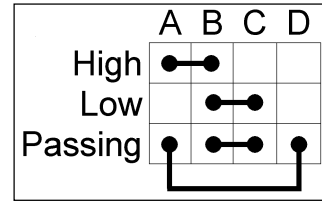
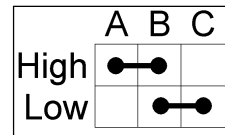


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The top diagram is the original HI/LO switch and the bottom one is of the Italian "PASSING" HI/LO switch. Terminal A is at the bottom of the switch (nearest the rider) and terminal C/D is at the top nearest the Dashboard.

You would need to supply Terminal D with a +12v supply (live when ignition is ON).

This would mean you would NOT have to obtain the complete wire harness (35131-MR5-920) as listed in "PARTS NEEDED".



I personally think the using a "supply wire" is a "bodge" job so would normally using Honda OEM parts where possible, and for that reason will be using the wire harness to complete my version as I will also be fitting the Honda OEM light power switch (35150-MR5-621).

Although if you do not want the light switch then the only way to get around the problem will be to use the "supply lead" method.

JOB LOG

TO DATE

Have fitted the switch into the handlebar cover as it was a direct fit with no problems although it still isn't working, as I need to obtain the wire harness to complete the job. That will be covered in "HONDA PC800 LIGHT SWITCH".



RESULTS

BEFORE



AFTER

