

This procedure describes the details needed to replace the paddle shift switches on a Logitech Driving Force Pro steering wheel. **This procedure should only be attempted if you are desperate and planning on replacing the wheel or throwing it away if you can't fix it.** This will only fix problems related to inconsistent shifting, that is where you get multiple shifts when you press the shifter once. It may or may not help with other issues related to the shifter paddles as they also may malfunction due to broken wires. I have had two wheels develop the multiple shift problem, and this has fixed both of them. I am almost certain that this will void any warranty that you may have with Logitech.

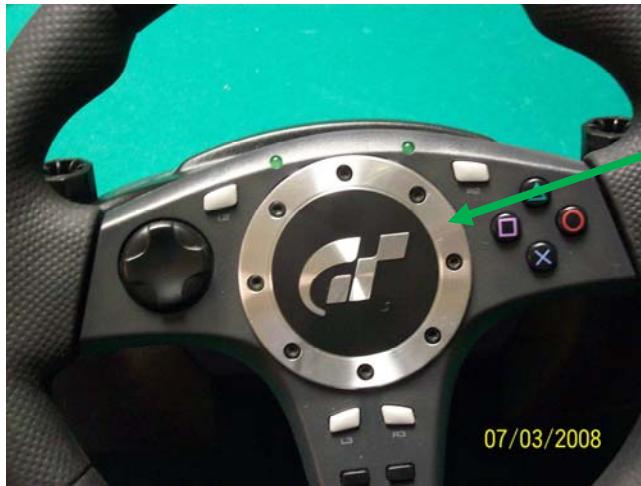
Carefully remove the "GT" logo medallion from the center of the wheel. You will most likely bend this in the removal process. You can straighten it back out and make it useable, but it will never look like it did before you removed it. I know of no source for replacements for this medallion. You need to get a thin narrow object to pry this off. It is only held in place with a large piece of double stick tape. The screws on the perimeter don't really do anything; they are just there for looks.

The tab on the wheel hub on the bottom is smaller than the other three so you can't get the wheel on wrong when you reassemble.



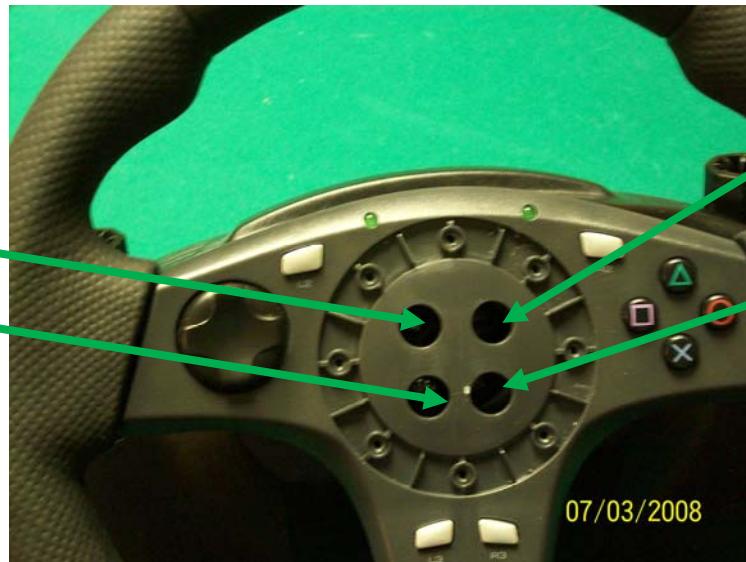
This tab is smaller than the other three

Before removing the wheel, make sure that you know which switch you intend to replace. Write it down somewhere or plan on replacing both switches and don't worry about it. The switches are very inexpensive (less than \$1.00 each) compared to the effort required to get them and replace them. I always replace both while I've got everything taken apart.



Carefully pry off this medallion..it is only held on with a thick piece of double stick tape

After prying off the medallion, there are four screws in the bottom of these holes that need to be removed.





Remove these screws with a #1 Phillips screw driver. Carefully and slowly pull the wheel away from the base. As the wheel separates from the base, there is an electrical connector that needs to be unplugged.



After unplugging the connector the wheel is completely separated from the base.

Turn the wheel face down on a soft surface and remove these 8 black screws with a #1 Phillips screwdriver



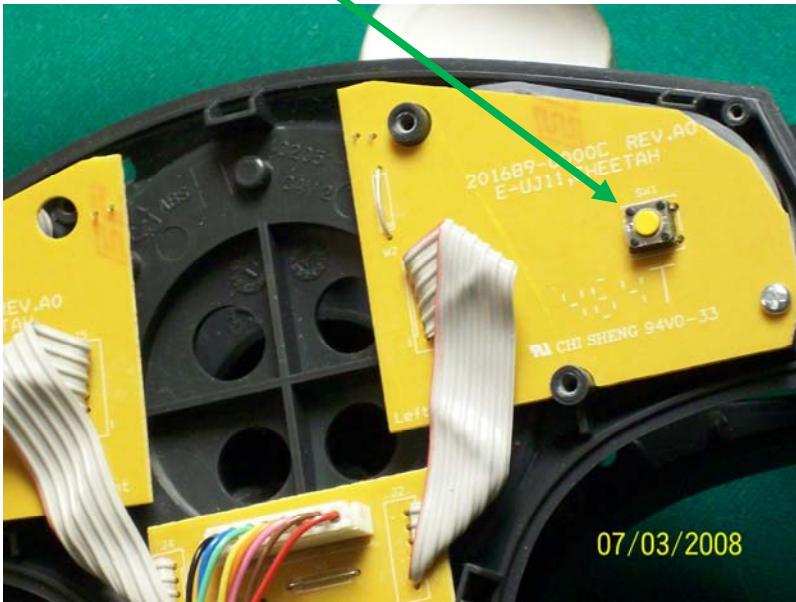
and the two silver screws with a #0 phillips screw driver



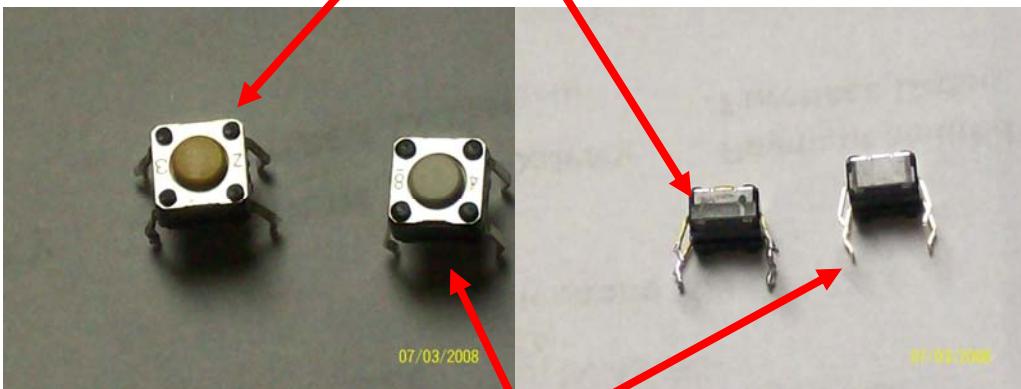
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The rear cover can now be removed.

These are the switches that we will be replacing

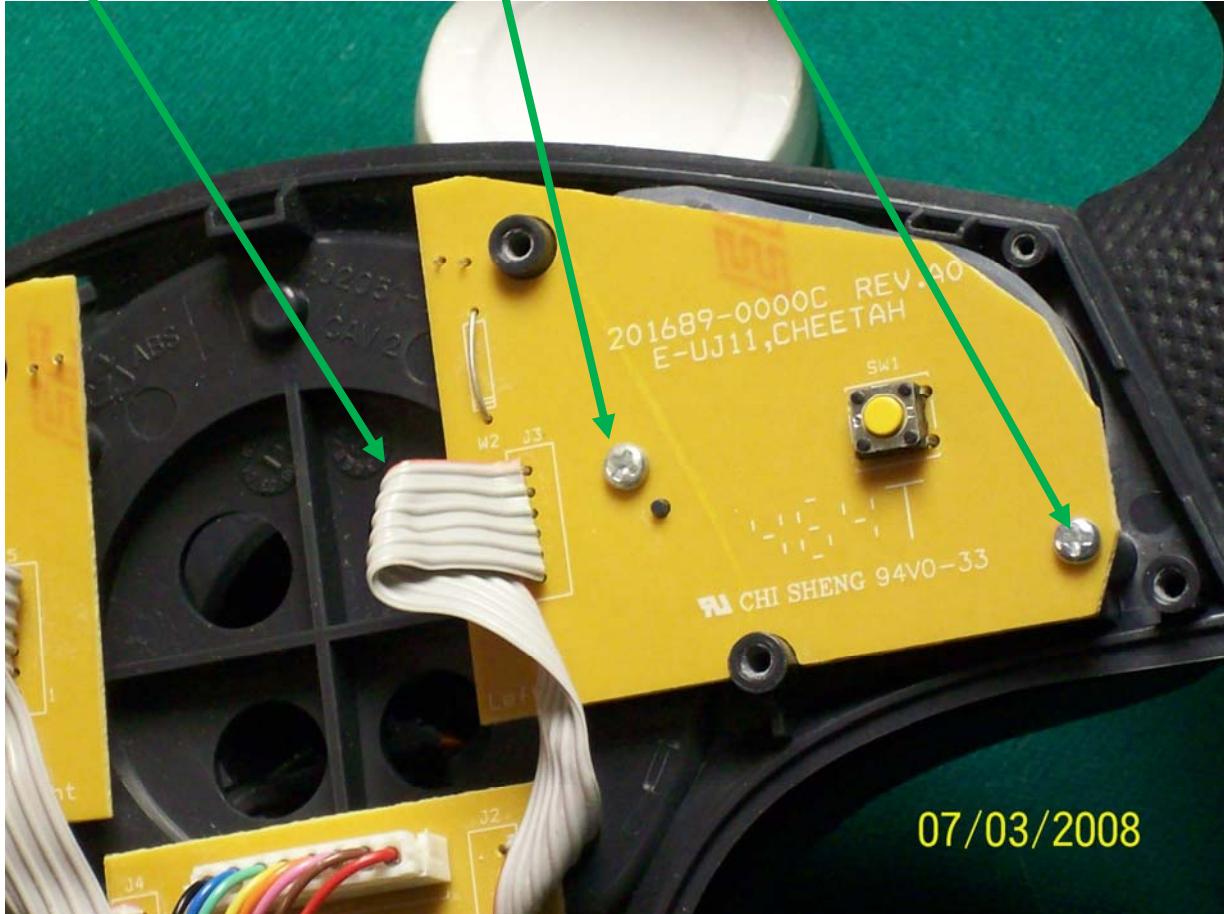


Logitech switch

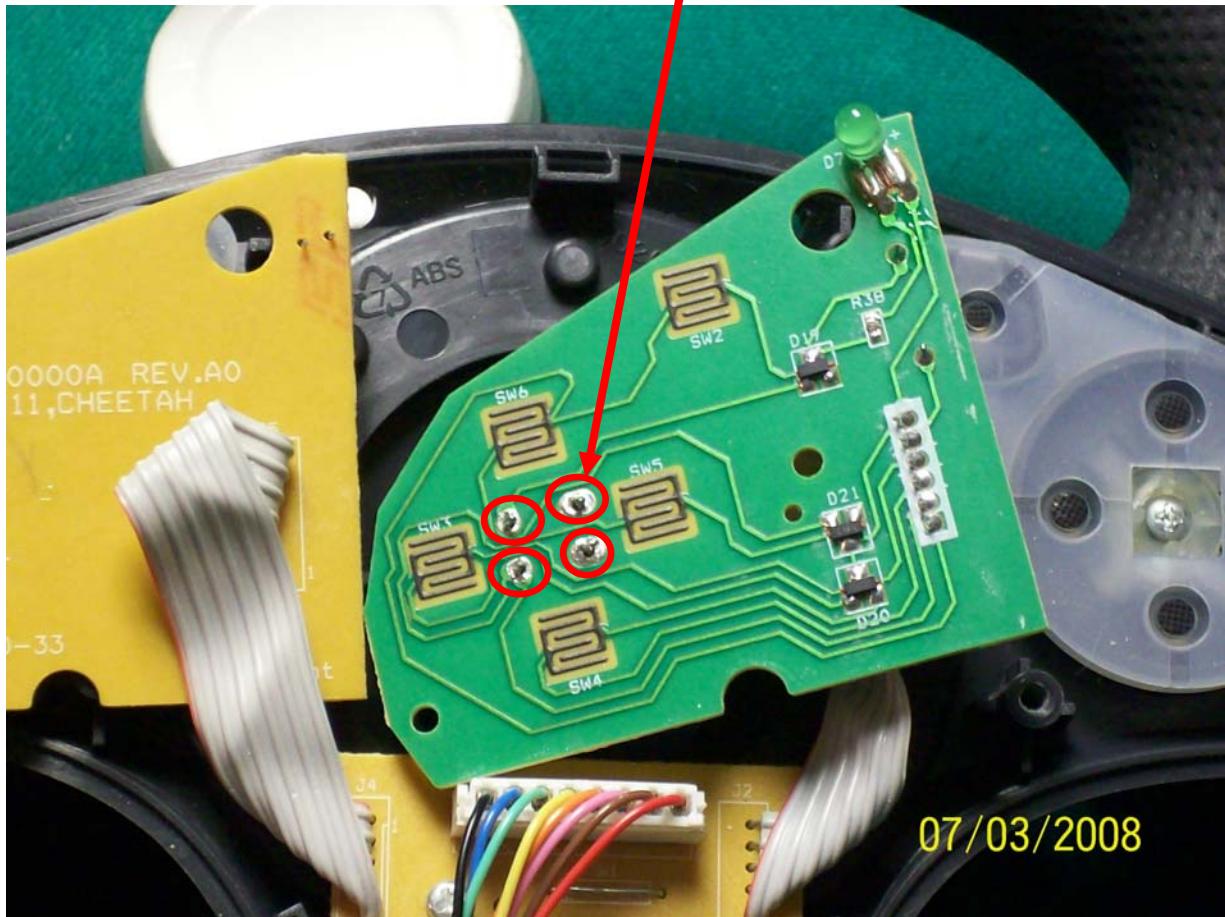


Omron B3F 1000 replacement switch DigiKey part no. SW400ND

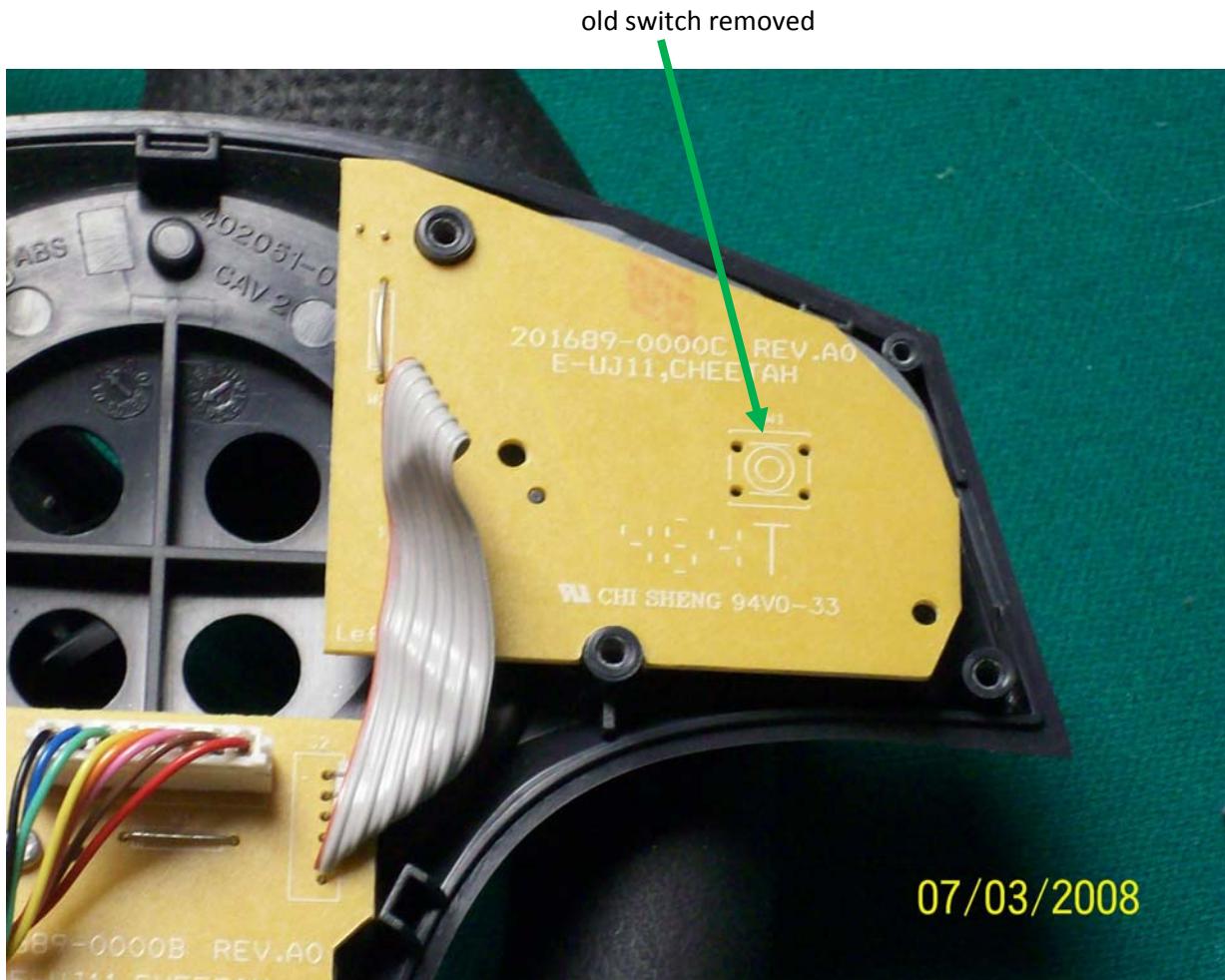
Remove the two screws holding the circuit board down with the #0 Phillips screw driver, fold the ribbon cable out of the way to expose the second screw.



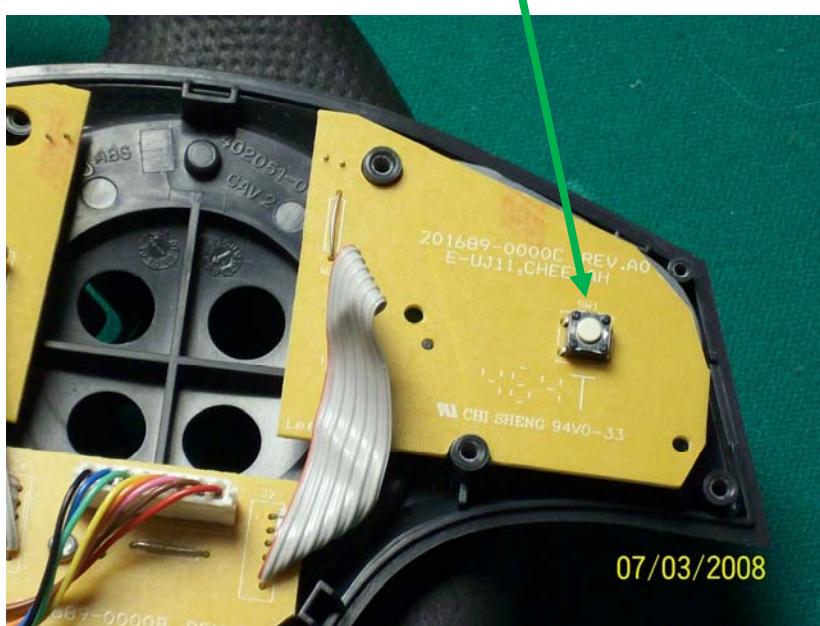
Once the circuit board is loose, Place something under it to protect the steering wheel from any hot solder that may fall on it. Turn the board over and unsolder the four connectors. I use a 15 watt soldering iron and it works just fine



Remove the old switch, place the new switch in position and re-solder the four connector points. The switch has no orientation, so as long as it fits into the socket, you are OK. Make sure that the switch is setting on the circuit board.



new switch in place and soldered on back side



This shows the process for one switch, just do the same on the other side if you are replacing both switches. Reverse the procedure for steps above to complete the reassembly

Before replacing the rear cover, make sure to thread the wiring cable as in the picture below. If this is not done, you may pinch a wire and have a non functioning wheel.

Clearance slots for cable



cable placed in clearance slots



07/03/2008

After the wheel is back in position on the base, it may be easier to insert the 4 screws back into the holes if you can use some double sided tape to keep the screw from falling off of the screw driver



After the screw is in the hole and a half turn or so, use tweezers to get the double sided tape out of the way.

Tighten up the four screws, straighten out the "GT" medallion as best that you can and reinstall it.

Your wheel is now ready to plug back in and give it a try. Hopefully your repair is successful and you will get more useful life from a really great steering wheel. If it doesn't work any better than before you now know for sure that it's time for a trip to your favorite retailer. Who knows, maybe that sexy Driving Force GT wheel will follow you home. Good luck.

Parts list-

Omron B3F-1000 tactile switch Digi-Key #SW400-ND (they are inexpensive- the shipping will be a lot more than the switches. Last ones I bought were \$0.20 each and \$11.00 in shipping, so I got 12 of them and it was about \$1.50 each. So for \$12.00 I now have 2 Logitech DFP wheels that paddle shift without bouncing and enough stuff to fix them several more times if needed, or to fix someone else's.



- #1, #2, and #3 Phillips screw drivers
- 15 watt pencil soldering iron, solder, and de-soldering wick
- Pry tool for removing Medallion
- Scotch $\frac{1}{2}$ " double stick tape, or equivalent
- 8 $\frac{1}{2}$ " x 11" paper to protect wheel during solder
- $\frac{1}{2}$ " masking tape for holding paper in position for soldering protection
- 3/32" hex wrench- if you feel compelled to remove the screws that go through the perimeter of the medallion.

