



IMPORTANT INSTALLATION NOTICE:

Please read these instructions before installing. Once the repair kit posts click into the housing, they lock firmly in place and **cannot** be pulled back out from above without opening the module.

VEHICLE FITMENT:

Fits International Truck window switch assemblies (including **LT, RH, ProStar, LoneStar, WorkStar, HV, and HX models**). Works on both driver-side dual switch and passenger-side single switch modules.

COMMERCIAL TRUCKS

CHOOSE YOUR INSTALLATION PATH

TWO WORKFLOWS

Basic In-Cab Installation

< 5 MINUTES

For standard repairs where the original plastic toggle has broken off, but the underlying push tabs remain in place. **Done directly in the cab with no door panel removal.**

➔ See Page 3 for quick in-cab steps (Driver & Passenger).

Advanced Module Disassembly

BENCH REPAIR

Only needed if internal white push tabs are missing or damaged, or if parts need to be taken out after being clicked in. Involves taking the switch module out of the door to open it.

➔ See Page 4 for opening the module and internal repairs.

DUAL ROCKER KIT CONTENTS (DRIVER DOOR)

DRIVER DOOR

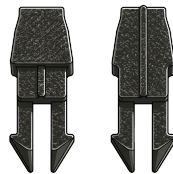
1x



Pre-Assembled Dual Rocker Unit

Complete dual toggle assembly with 4 polycarbonate posts, stainless steel axle, and packaging rubber band.

2x



Post Supports (4 Pcs)

Replaces damaged or missing clear center post supports. Pairs 2 stepped and 2 non-stepped uprights into 2 solid center supports.

4x



Internal Push Tabs

Replacement slider tabs for missing or broken original white push tabs. *(Requires opening switch module to install).*

SINGLE ROCKER KIT CONTENTS (PASSENGER DOOR)

PASSENGER DOOR

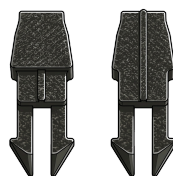
1x



Pre-Assembled Single Rocker Unit

Complete single toggle assembly with polycarbonate upright posts, stainless steel axle, and packaging rubber band.

1x



Post Support (2 Pcs)

Pairs stepped & non-stepped pieces to form a solid center support if the original passenger center post was damaged.

2x



Internal Push Tabs (2 Pcs)

Replacement slider tabs for missing or broken original white push tabs in the passenger switch housing.

PRE-INSTALLATION DIAGNOSTIC CHECKLIST & SCOPE:

Standard Fleet In-Cab Procedure

• **Mechanical Repair Scope:** RockerKit™ is engineered specifically for mechanical toggle, axle, and push tab repair. It will not repair underlying liquid damage or internal corrosion (see Page 4 for module cleaning and possible remedies).

• **Keep Packaging Band Intact:** Do not cut or slide off the rubber packaging band until the rocker unit is locked into the switch housing. It holds toggle spacing and post alignment true during installation.

Recommended Tools: Needle-nose pliers (debris clearance) and automotive trim tool. *No cutting, adhesives, or door disassembly required.* www.RockerKit.com

ORIGINAL SWITCH DESIGN

Original factory switches rely on small molded plastic tabs as pivot points for the rocker toggles. Over time with normal cab use, these small plastic tabs can wear down or snap off, leaving the toggle loose.

If the switch is operated while loose, the underlying clear post supports or white push tabs can become dislodged from their slots.

✓ THE ROCKERKIT™ SOLUTION

RockerKit eliminates weak plastic pivots by using a **continuous 304 stainless steel axle** supported by heavy-duty polycarbonate posts.

The assembly is designed to slide directly over the original housing framework, locking securely in place with integrated barbed tabs.

KEY INSTALLATION RULES

IMPORTANT



Side Profile: Alignment Notch & Retention Tabs

1. POINT NOTCHES FORWARD

The rocker assembly has a larger alignment notch on the outer posts. Always make sure these **notches face toward the front of the truck**.

2. INSTALL AS ONE PIECE

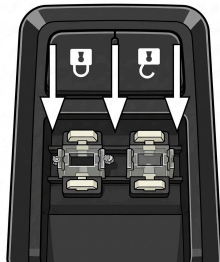
All posts, the axle, and paddles are held together in proper alignment by the rubber band. **Do not take the unit apart.** Install it complete with the rubber band on.

3. CLICKS IN ONCE

Once pressed into the housing, the barbed tabs expand under the internal casing ribs. Once seated, it is locked in place and cannot be pulled out from above.

POST PREPARATION & CENTER SUPPORTS

DONE IN-CAB WITHOUT OPENING MODULE

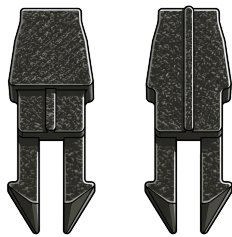


3-Point Post & Foundation Inspection:

- **Original Posts Intact:** If only the tiny plastic pivot stubs broke off, simply slide the RockerKit straight over the original posts. No cutting, trimming, or extra supports required!
- **Original Posts Broken or Sheared:** If the original plastic posts snapped off unevenly, snip them flush with the cavity floor using pliers, then click in the provided **Stepped Post Supports**.
- **Missing Clear Center Support:** If the clear center support divider is missing or dislodged, click the provided **Non-Stepped Post Supports** into the center rib before snapping in the rocker unit.

MODULAR CENTER SUPPORT SYSTEM (IN-CAB ASSEMBLY)

IN-CAB ASSEMBLY



Interlocking Post Supports: Stepped & Non-Stepped

- 1. Pairing Upright Halves:** Each center support is assembled by pairing one stepped insert with one non-stepped insert face-to-face, forming a rigid vertical post tower.
- 2. Drop-In In-Cab Installation:** Slide the assembled pair directly into the central mounting channel until it bottoms out flush with the switch partition.
- 3. Heavy Fleet Duty Stability:** This restores factory structural rigidity and prevents center flex under hard thumb pressing, eliminating future switch fatigue.



Shop Cleaning Tip: Road grit, coffee spills, or shattered plastic fragments resting in the lower switch housing will restrict push tab travel. Always use compressed air to blast out the cavity before clicking in post supports or rocker units.

DO NOT PRY PARTS OUT ONCE CLICKED IN: Once the posts click into the housing, they lock under internal tabs. Never pry upward from the top. If a unit ever needs to be removed, see Page 4 to release the tabs from underneath.

DRIVER DOOR (DUAL ROCKER) IN-CAB INSTALLATION

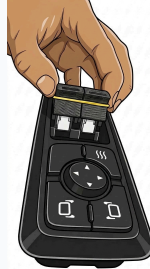
< 5 MINUTES

D1 Pull Broken Rocker & Clean



Grip & Pull: Grasp remaining OEM rocker with pliers and pull upward to clear the cavity.
Check Foundation: Make sure the 4 push tabs and center supports are resting in place.

D2 Align & Click In



Keep Together: Install with rubber band on. Align all 4 post sets over their housing openings.
Confirm All 4 Enter: Ensure all 4 posts enter their slots before pressing straight down. **Never force or pry!** (See P. 4 if misaligned).

D3 Remove Band & Test



Remove Band: Snip or slide off the rubber packaging band.
Test Switches: Rock both switches up and down to confirm smooth click and return action.

PASSENGER DOOR (SINGLE ROCKER) IN-CAB INSTALLATION

< 3 MINUTES

P1 Clean Out Cavity



Remove Broken Rocker: Use needle-nose pliers to remove loose rocker pieces from the single switch cavity.
Check Push Tabs: Make sure the two white push tabs are resting in their slots.

P2 Align Single Unit (Notch Forward)



Orientation: Make sure the larger notch on the outer post faces toward the front of the truck.
Click to Lock: Press straight down firmly until the posts click into the housing framework.

P3 Remove Band & Test



Remove Band: Slide off the rubber packaging band from the rocker toggle.
Operational Test: Test window up/down movement. **Passenger installation complete!**

POST-INSTALLATION OPERATIONAL VERIFICATION

FIELD CHECKLIST

1. Tactile Return Check

Actuate each switch paddle up and down. Toggles must click cleanly and return instantly to the center rest position without binding.

2. Electrical Window Travel

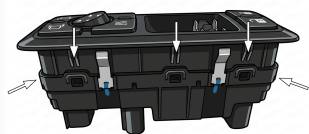
Turn ignition to ACC. Verify full upward and express-down window movement from both the driver master controls and the passenger door switch.

3. Never Pry If Misaligned

If the unit was pushed down unevenly and some barbed tabs did not seat, **never pry from the top**. Open the casing (Page 4) to release tabs from below.

Shop Tip: Before clicking in new rockers, use compressed air to blow out any road dust, dirt, or lint from the switch cavity.

Taking apart the switch module is **only required** if internal white push tabs are missing or damaged, or if you need to remove a RockerKit that was already clicked in. Follow these steps:



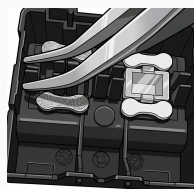
STEP 1 Opening the Switch Module Housing

Remove the switch module from the door panel. Using a small flat-head screwdriver or trim tool, gently pry outward on the locking tabs around the sides of the casing. **CRITICAL:** Once the tabs are free, flip the module *button-side down* before lifting the back off. This prevents the white push tabs from falling out and getting lost.



STEP 2 Replacing Missing or Broken Push Tabs

With the module open, check the internal rubber keypad and contact pads. Replace any missing, broken, or worn original white push tabs with the black replacement push tabs included in your kit. Make sure each tab sits flat and moves freely in its guide slot so the switches operate smoothly.



STEP 3 Releasing Barbed Posts (Misalignment or Removal)

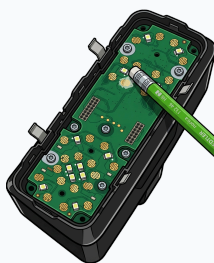
The most common field issue occurs when not all 4 post sets are aligned into their openings before pressing down, causing some tabs to lock while others stay unseated. If this happens, or if installed backwards, **NEVER PRY FROM THE TOP**—prying will snap the tabs and damage the OEM housing! Open the module (Step 1) and use needle-nose pliers from underneath to gently squeeze the locked barbed tabs together while pushing up slightly. Once released, lift the unit out, re-align all 4 posts, and press down evenly.

STEP 4 REASSEMBLING THE SWITCH MODULE & BENCH TESTING

Carefully set the upper and lower casing halves together, ensuring all push tabs and the keypad membrane remain seated in their guide tracks. Press firmly around the perimeter until all side clips snap securely shut. Test switch toggle action on the bench before reinstalling the module into the door armrest.

ELECTRICAL CONTACT CLEANING & MEMBRANE SERVICING

OPTIONAL MAINTENANCE



1. Pencil Eraser & Alcohol

Gently rub a standard pencil eraser over oxidized copper/gold PCB pads to lift grime and oxidation. Wipe away any eraser dust with a 90%+ isopropyl alcohol swab.



2. Carbon Pill Underside

Inspect the soft blue/black conductive carbon pills on the underside of the rubber keypad. Lightly dab with an alcohol swab if contaminated. Do not scrub abrasively.



3. Membrane Alignment

Verify the silicone spring domes are clean and pliable. When reassembling, ensure the keypad membrane sits completely flat over the housing alignment pins to prevent binding.

⚠ Disclaimer & Limitation of Liability: Fuse Diagnostic & Repair Ltd. is not responsible for any damage to electronic modules, vehicle electrical systems, personal property, or injury resulting from improper use, improper installation, or damages incurred while opening or cleaning switch modules. Liquid damage and corrosion that has gotten past the top circuit board will not be repaired from this cleaning and polishing. If you do not feel fully comfortable performing internal switch module disassembly or electrical servicing, please take the vehicle or module to a qualified commercial vehicle technician.

TECHNICAL SUPPORT & FLEET ORDERING

Email: info@fusediagnostic.ca • Reorder Online: www.RockerKit.com

Engineered & Distributed by
Fuse Diagnostic & Repair Ltd.