Geartronic shift knob button replacement. IPDUSA sells just the button and they include instructions but I thought a few more pictures would help out.

http://www.ipdusa.com/products/5773/115128-gear-shifter-knob-button-p2-v70-s60-xc70-with-geartronic-without-metal-pin

Figure 1 Remove and Install button assembly- To remove interlock button assembly carefully pry out from the top using a screwdriver and then slide out. It's just a press fit into the knob cavity. To assemble, slide back in making sure the shoulder tabs on both sides slide under shelf guides in cavity (photo below). Need to angle assembly slightly to install. Metal rod must engage in hole of interlock slide in back of cavity.

Note small vanity mirror used to take this picture and used for this repair. It helps a lot.

Figure 2 With interlock button assembly removed you can see the guides where the interlock assembly side tabs much go under when installing, also note the hole in the interlock linkage, which is where the rod of the interlock assembly must engage. A little tricky to align rod with hole but it didn't take too long to get in engaged correctly. With the button released the hole is at its lowest position and the shifter is locked. Linkage is pulled upward when the button is pressed.

Note: if you need to move the shifter to or from park with the interlock assembly removed or due to damage of the assembly you can remove the interlock assembly and pull up on the linkage to move the shifter. It's doesn't take much force to move the linkage but you might need to insert something in the hole (I used an old bike spoke) or small needle nose pliers to grab the sides and pull it up. The linkage does tend to fall back down into the lock position. Vanity mirror really helps.

Figure 3 Here's what the interlock button assembly looks like removed and with the new button installed. There are two pins, the top pin has a return spring installed when the pin is pressed in and the lower pin has two plastic bushings that slide in the bottom slot of the button.

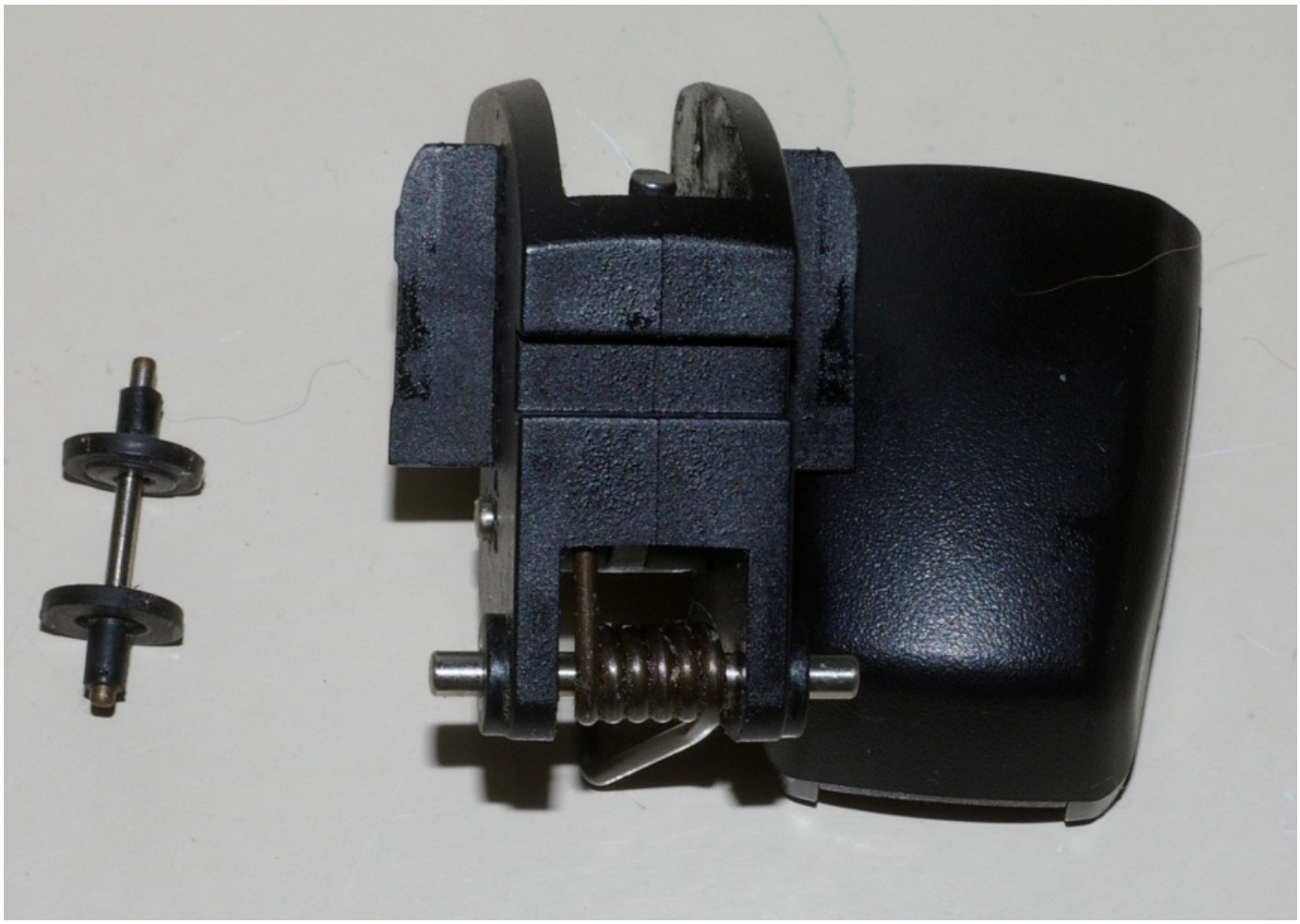

Figure 4 Looking down at the top of the assembly with interlock button removed. Top pin has a spring; lower pin has two plastic bushings. The button in my car broke in half and the plastic bushing pieces just fell out so be careful to locate these pieces and I could see them even dropping into shift knob cavity. The top pin looks like it also has plastic bushing (or maybe just part of the piece) but they did not fall out in my case and I just noticed them in the photo. Something else to look for when doing the repair.

Note the end of the metal rod sticking out the back of the assembly; this is what engages in the interlock linkage. When the button is pressed in the metal rod rotates up and pulls the interlock linkage up, which disengages the gear shift lock.

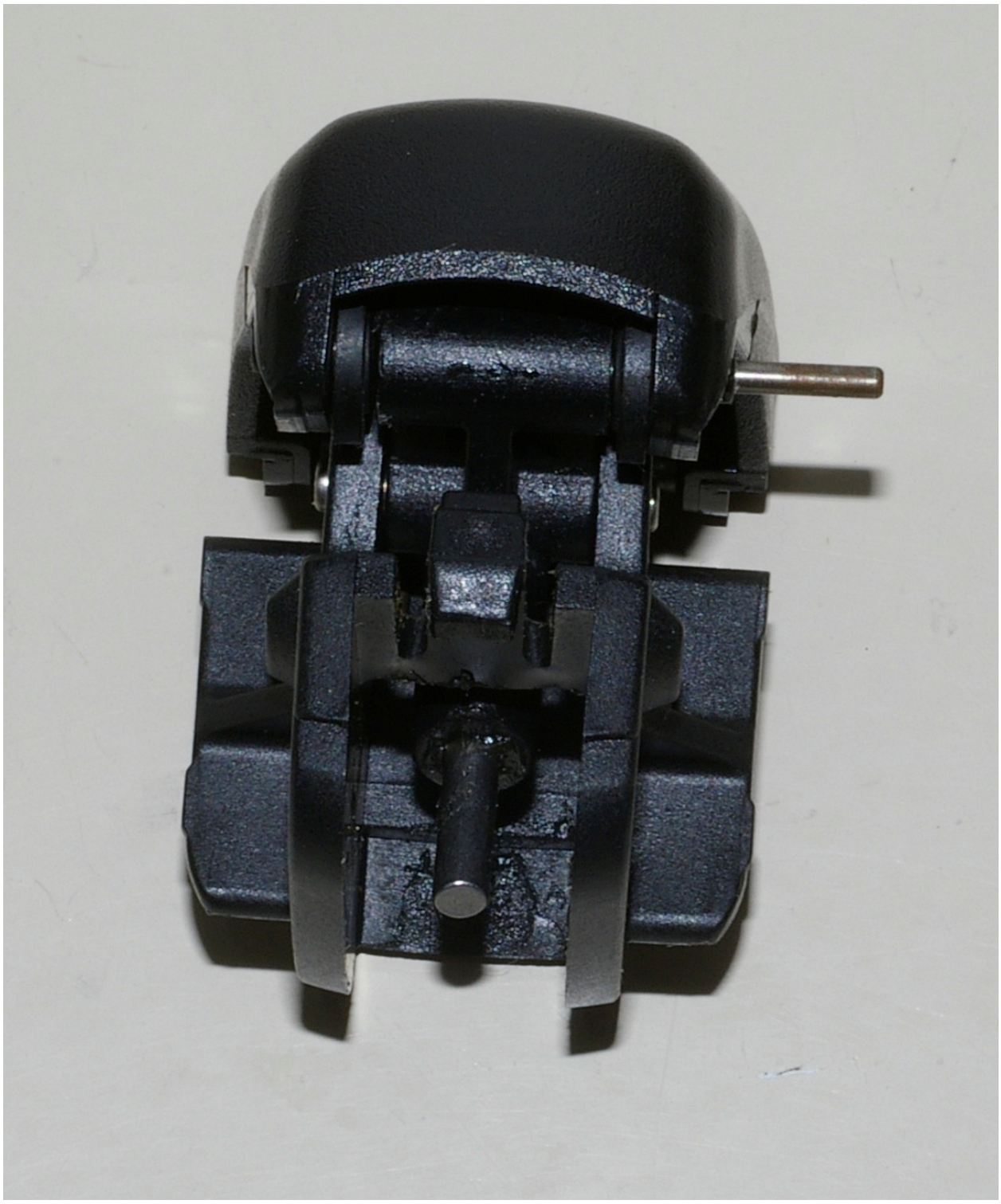

Figure 5 To install new button the top pin is pushed in from one side with spring in place. Pin is an easy press fit. A good view of the rod in the back that moves the linkage up when the button is pressed.

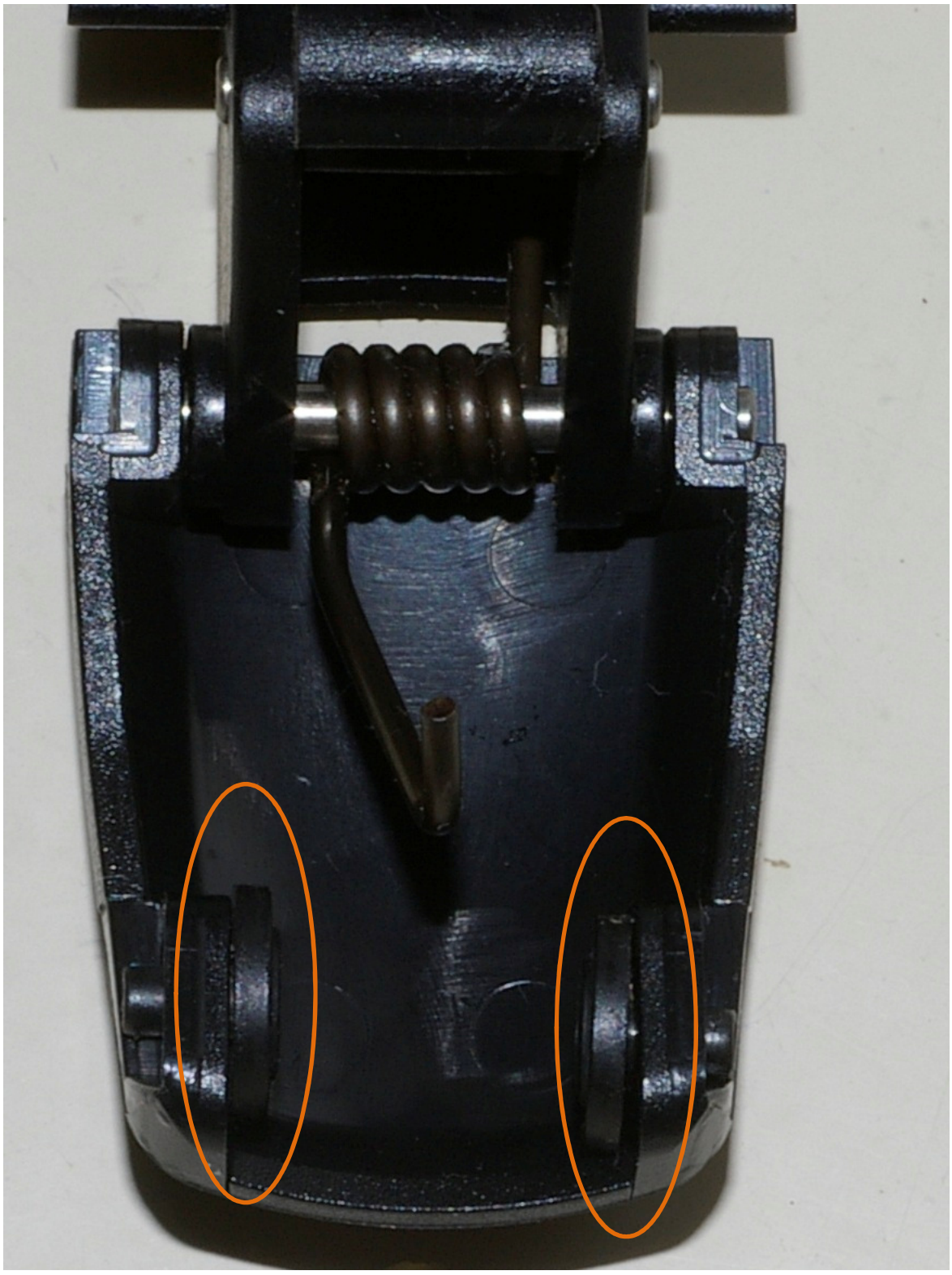

Figure 6 Before installing bottom pin, the two plastic bushings must be in place. Once the bushings are installed in the bottom slots of the button just rotate the button and align the pin hole to install the lower pin, a light press fit

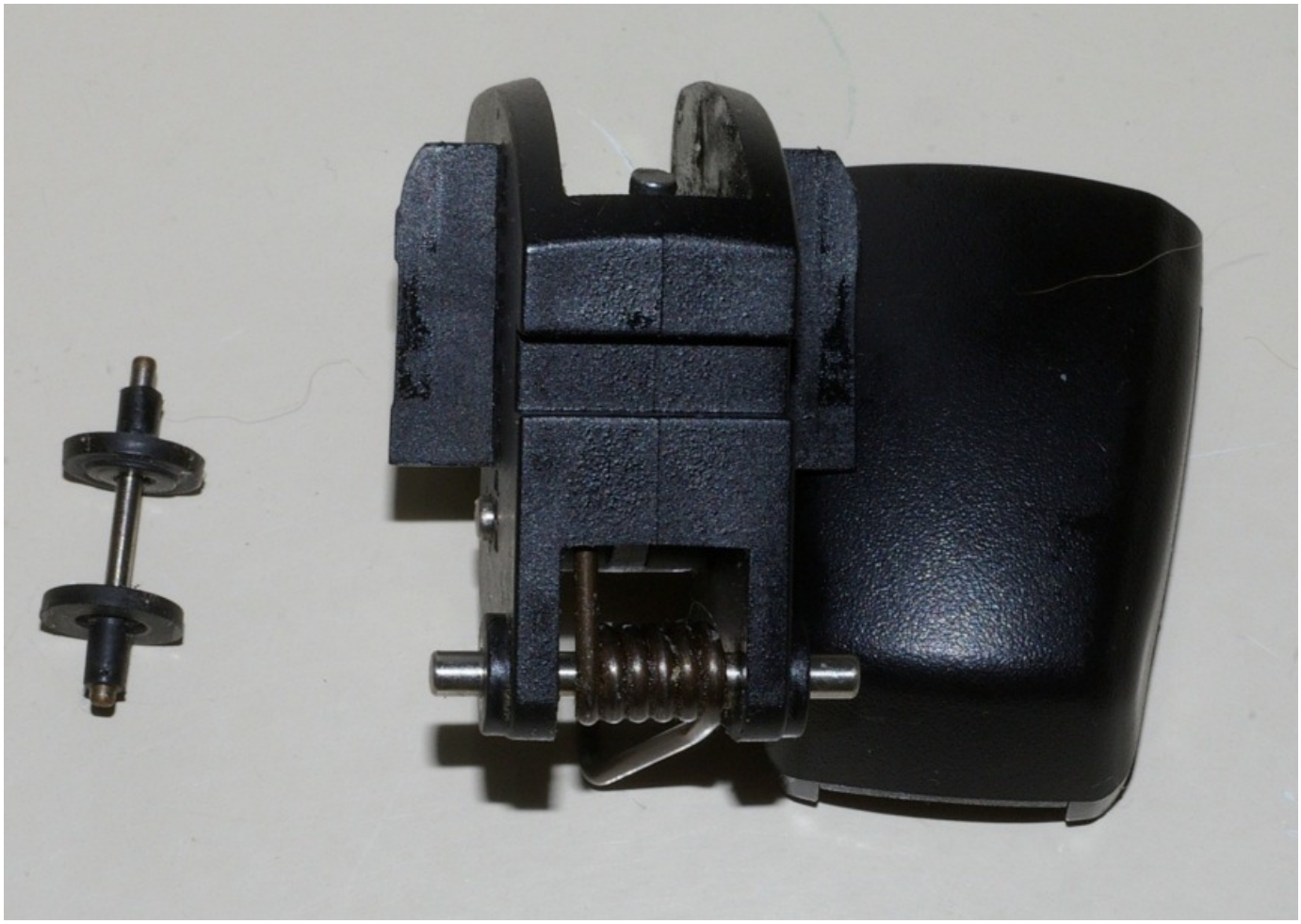

Figure 7 Both pins installed and ready to install assembly back in the shift knob cavity. Assembly is just a wedge fit in the knob cavity. The side tabs slide under the shelf tabs in the cavity and the bottom in a press fit to lock it all in place.

..

Figure 8 Back of interlock button assembly showing rod that moves the linkage. When button is pushed the rod rotates upward.