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Paddle shifter install

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Today, 09:11 AM

[#1 \(permalink\)](#)

[Boobo-oobo](#)
 BenzWorld Junior Member



Date registered: Feb 2011
 Vehicle: w210 220CDI
 Location: Zagreb, CRO
 Posts: 14

[Tweet](#) **Paddle shifter install**

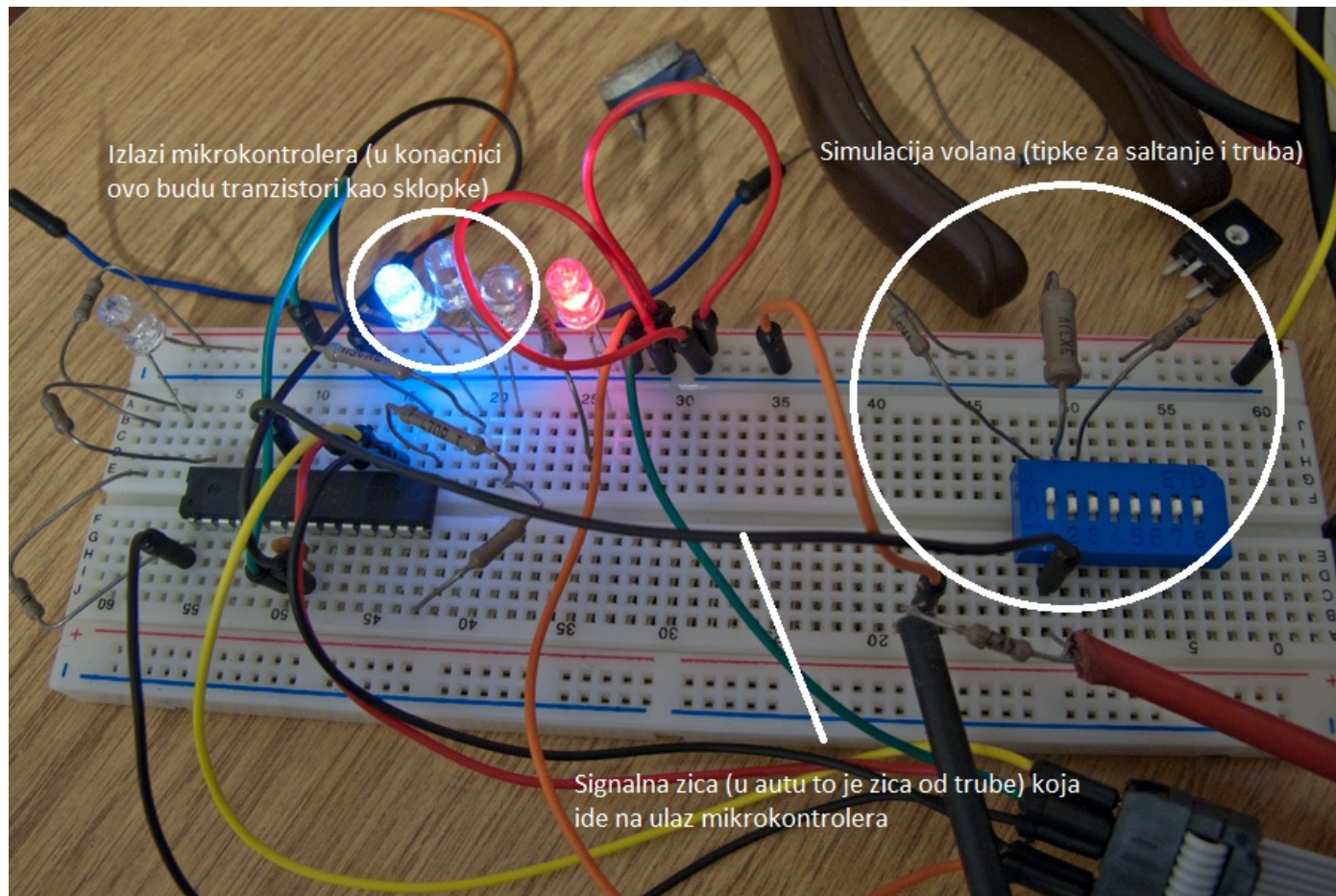
Completed my paddle install yesterday, so I'll do a writeup on that . . . Its not in great detail, but you'll get the picture . . .

My car is an 220CDI, facelift with the tip-tronic 5-speed automatic. This mod should work on every gearbox with the +/- shifter in D. I basically took those switches, and moved them to the steering wheel.

My first plan was to use the existing wire for the horn to connect the paddles to the gearbox. I could the modulate the signals, and send them throught a single wire. I even made the electronics for that, and all test went fine:



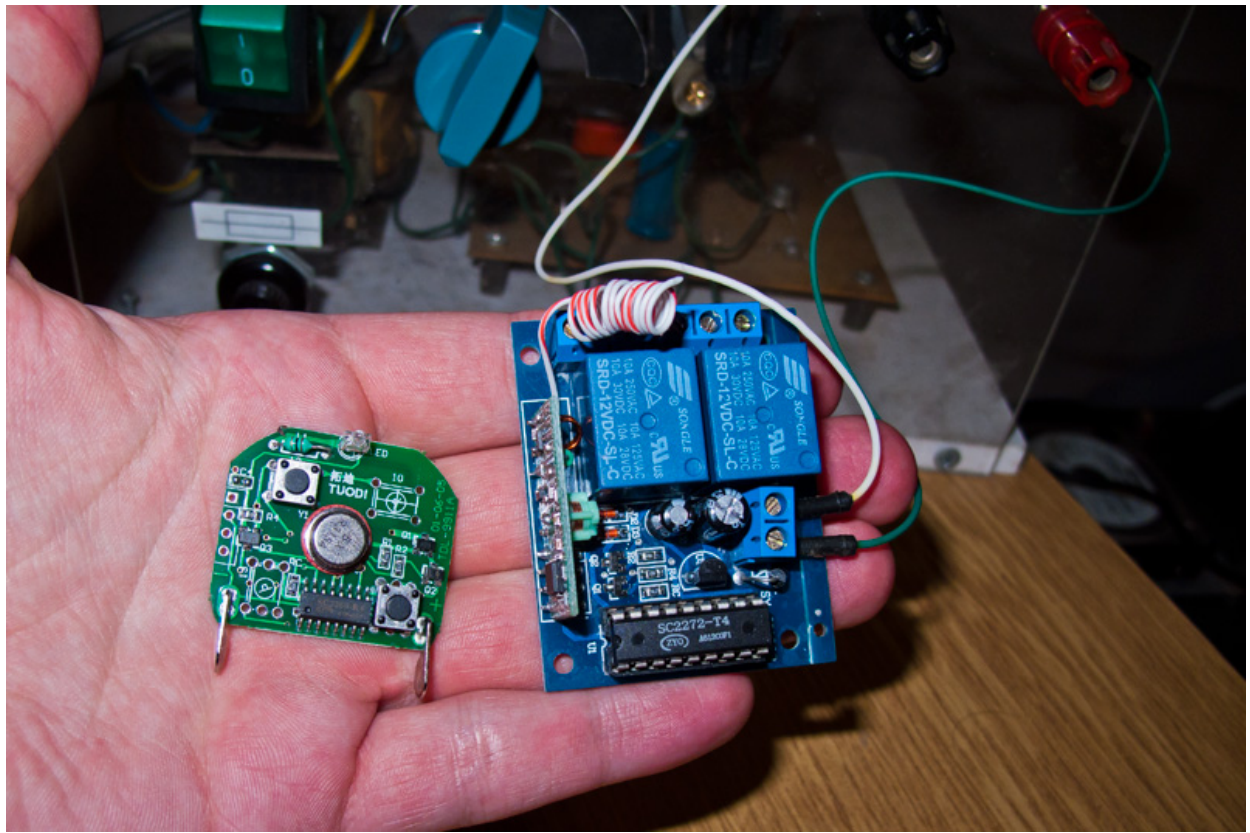
» Auto Insurance



But the main problem was that i couldn't get the schematic for the steering wheel, and i didn't want to fiddle with it without any info about it cause its all connected to the canbus, and i was scared that i would fuck something up.

So that idea had to go. Idea of pulling new wires didn't work too, couldn't come up with an solution for that. Then i thought about a remote way. What if i put an transmitter for the buttons in the steering wheel, and a receiver for the gearbox, that should work. So i went with that. Its not the most brilliant idea, it has its flaws, but the main thing is that it works . . . :P

Transmitter on the left, receiver on the right:

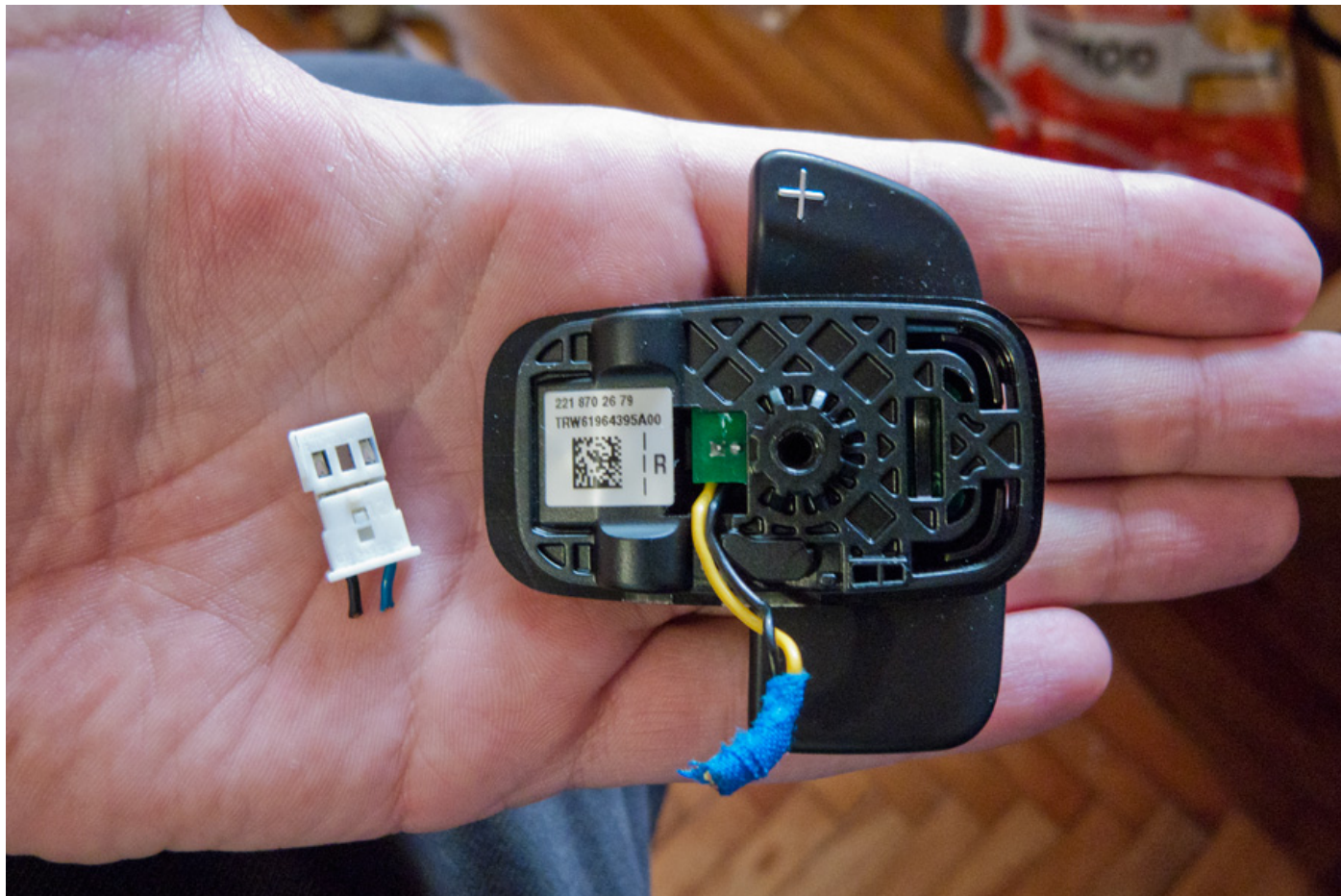


The steering wheel

First i mounted the paddles to the steering wheel. Bought these paddles :



One of them was "damaged", but no big problem:



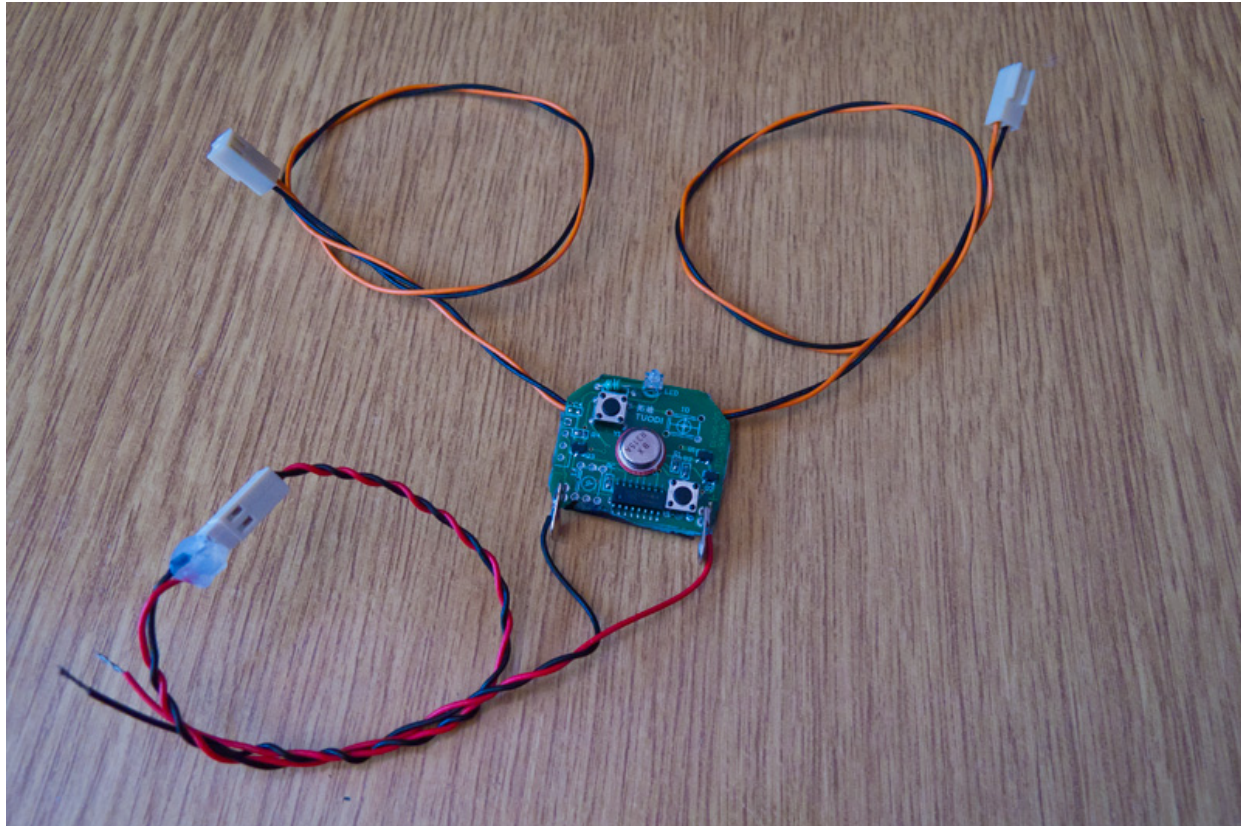
Fitted them on the steering wheel:







Made a wire harness for the paddles:



And installed it in the steering wheel:



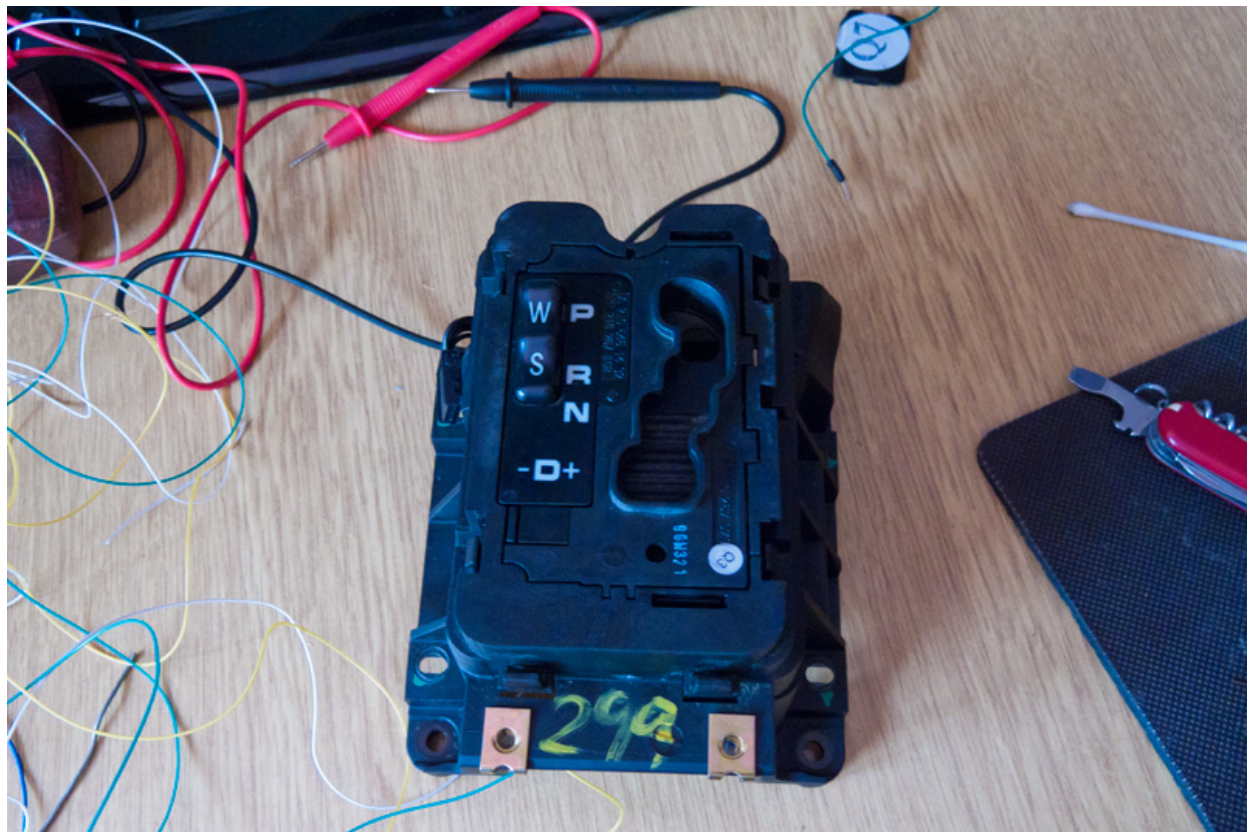
That's about it for the steering wheel. Each of the paddles has its own channel, you need a 2-channel remote.

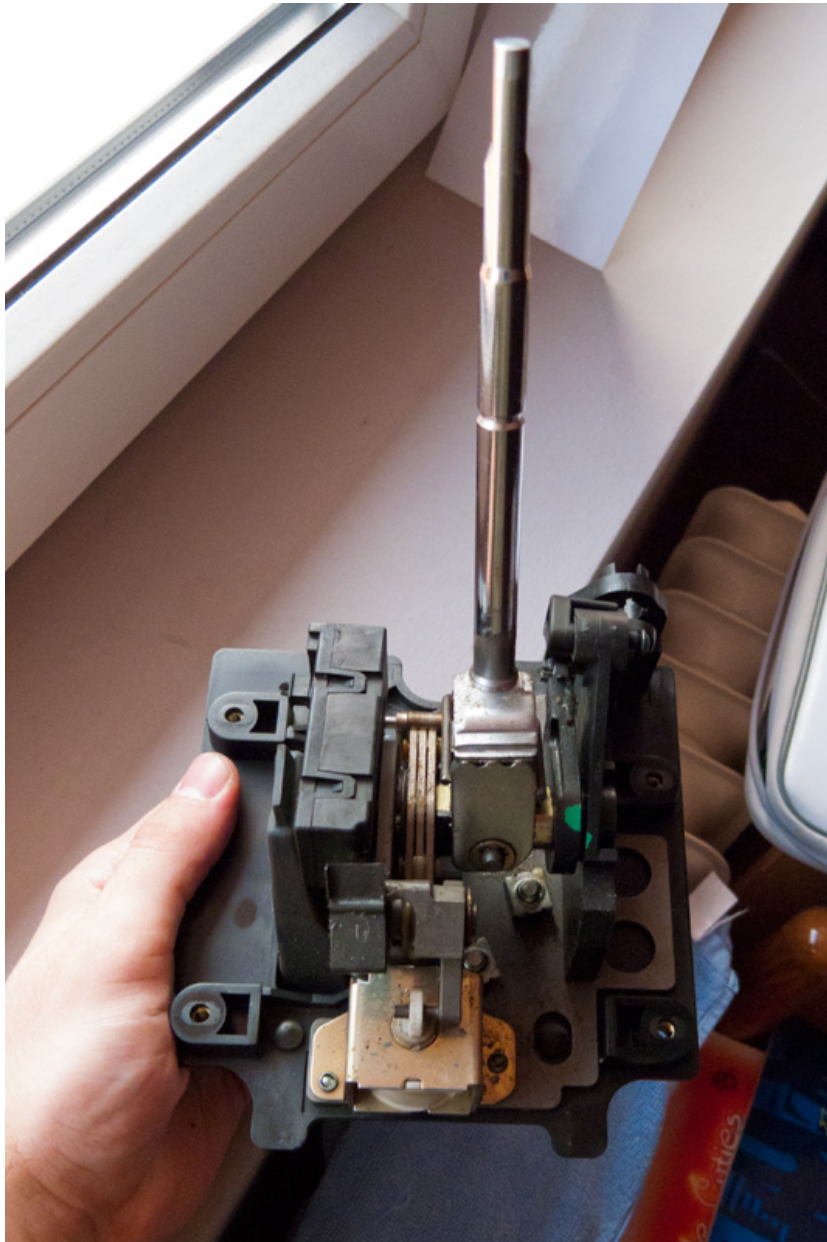
The shifter module

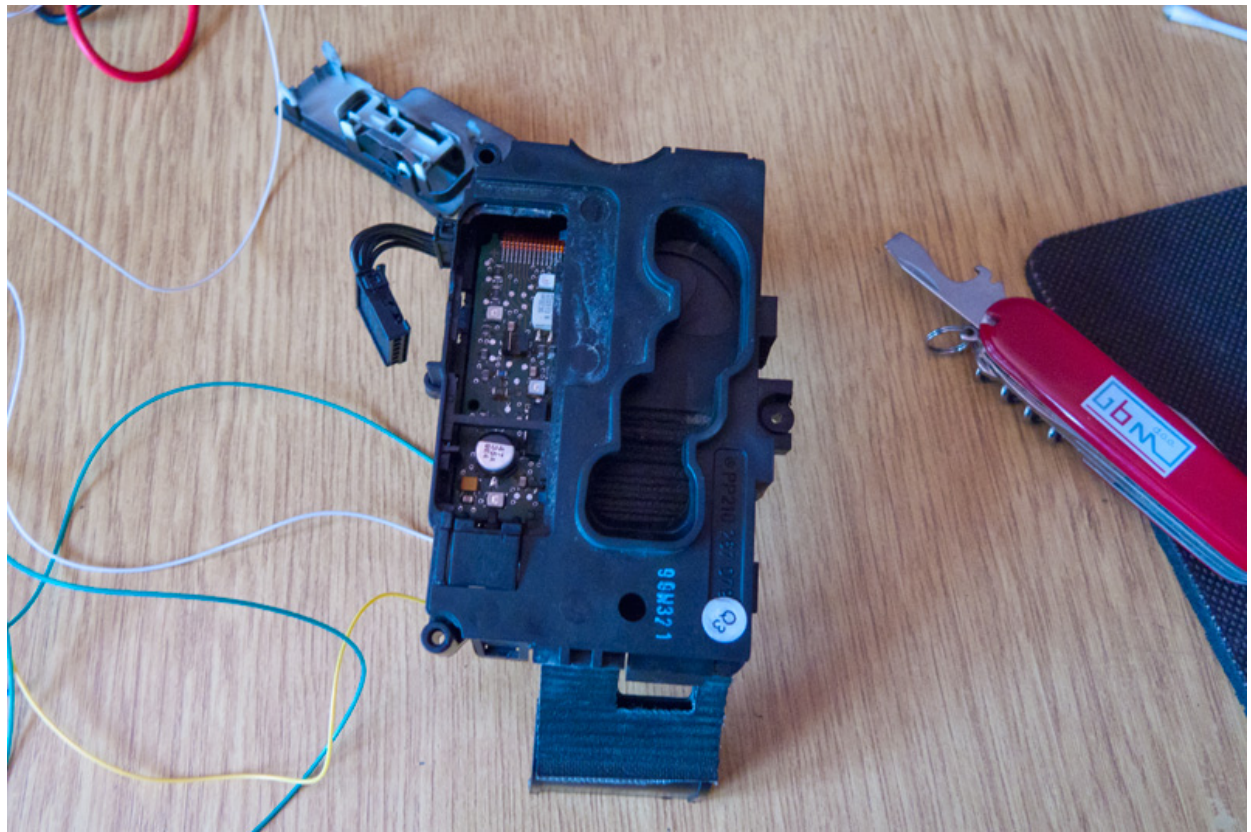
The next bit is a bit more complicated. You need to disassemble the shifter module to get to the electronic board of the gearbox. But first you have to disassemble the center console and remove the shifter module.



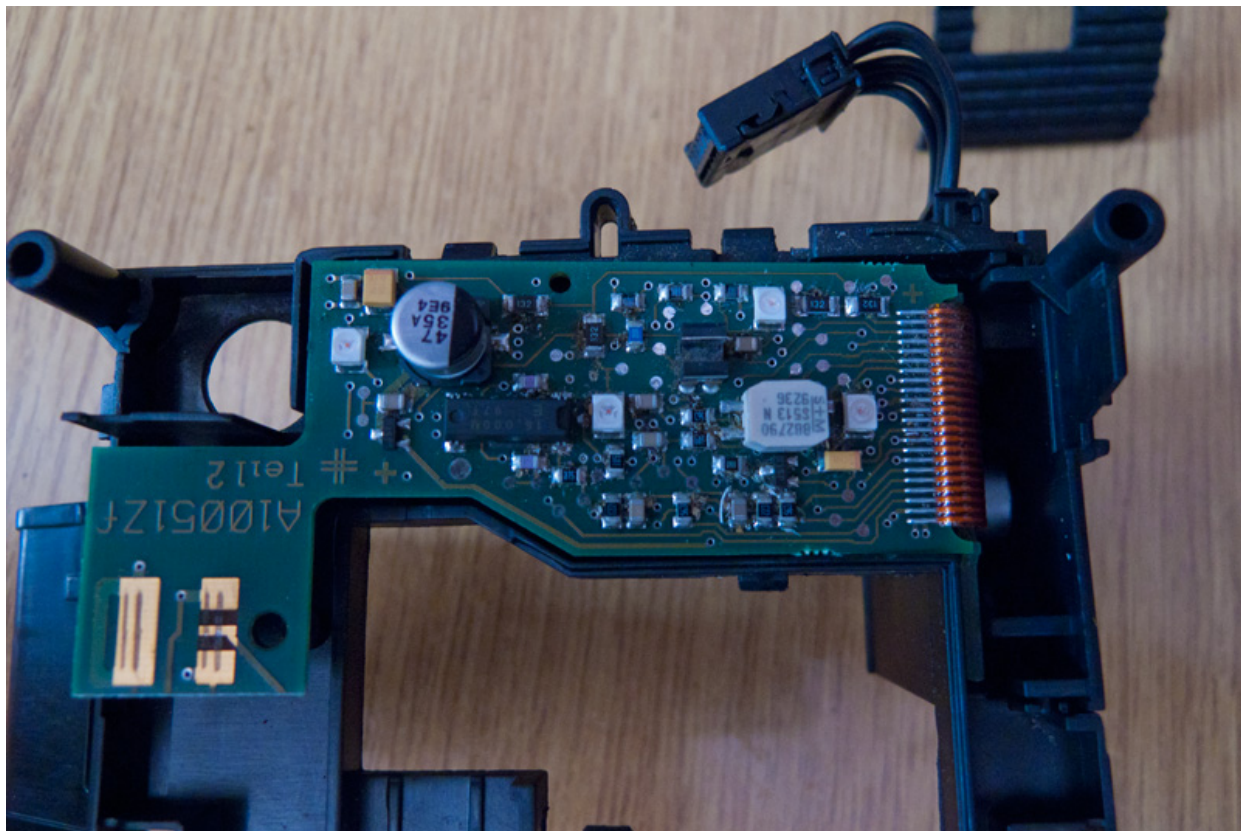
Then you disassemble the module :

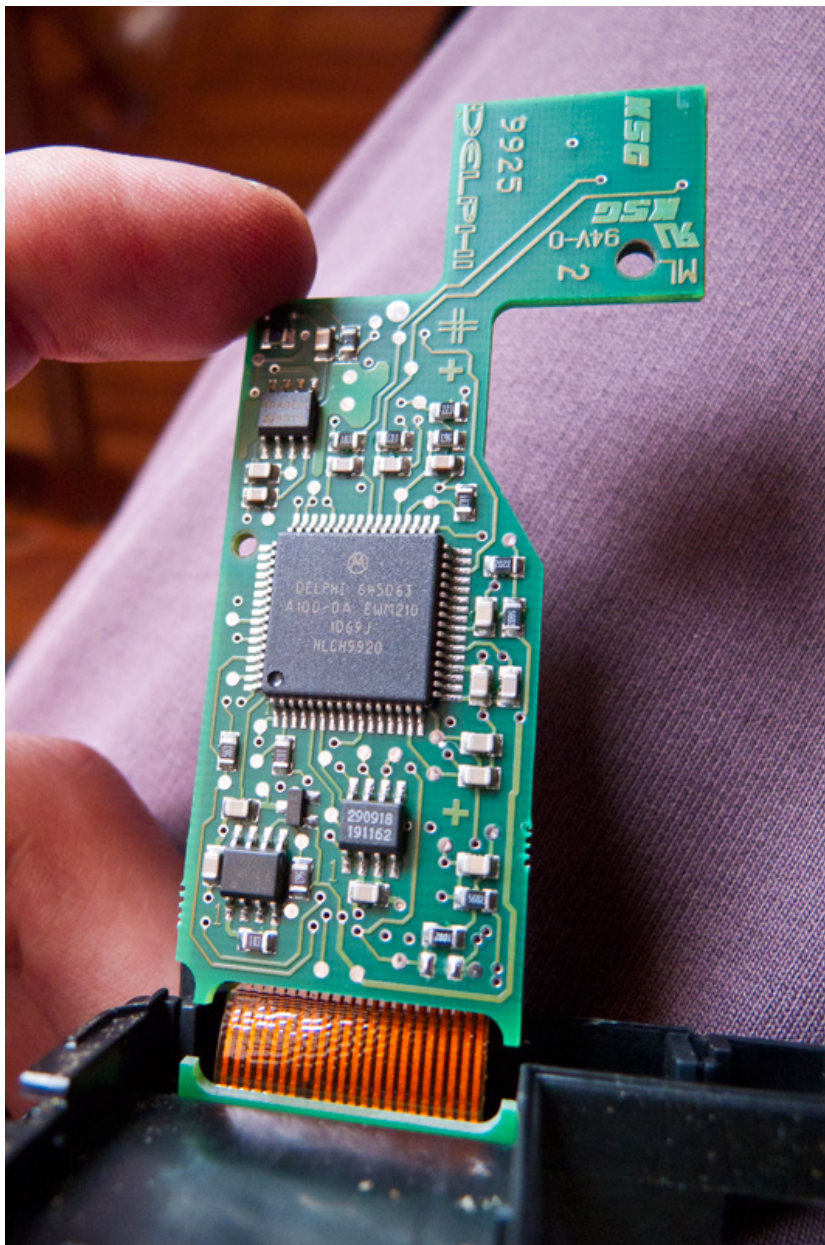




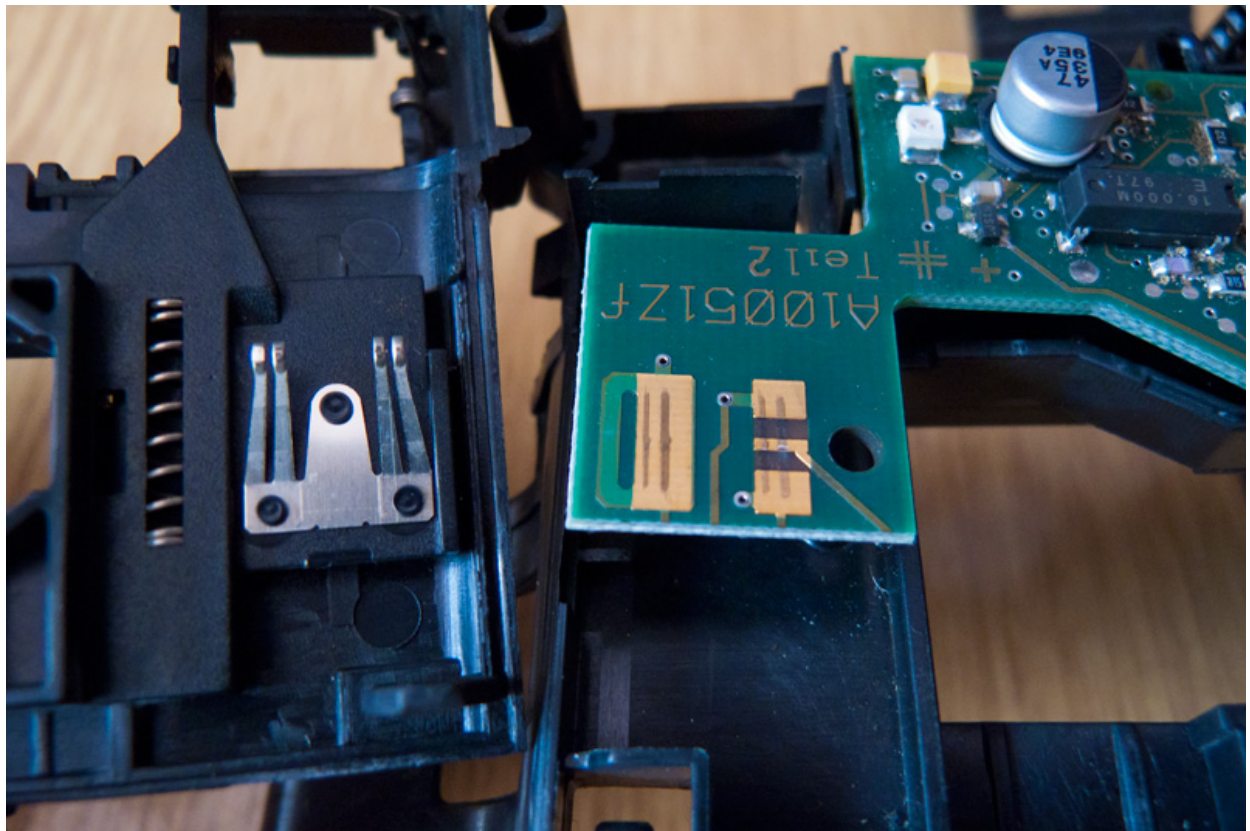


You need to get to this board:

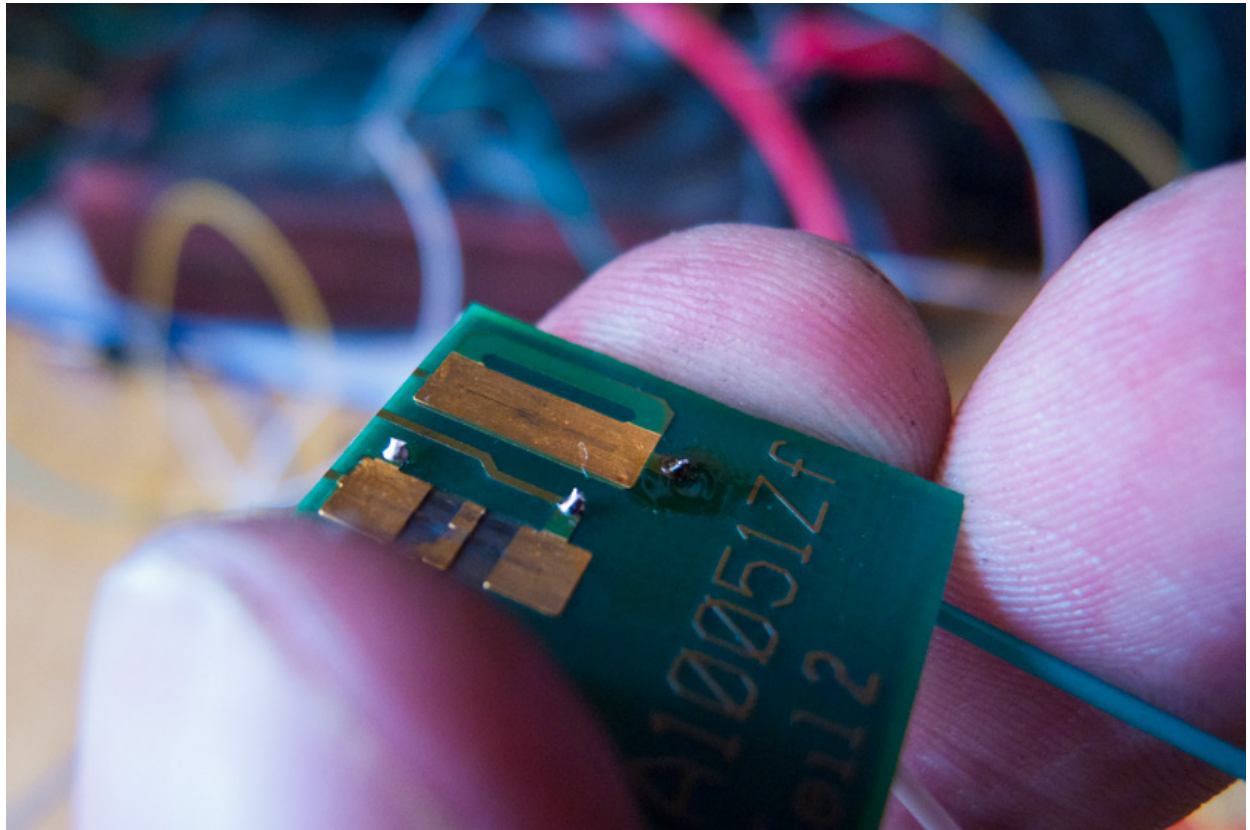


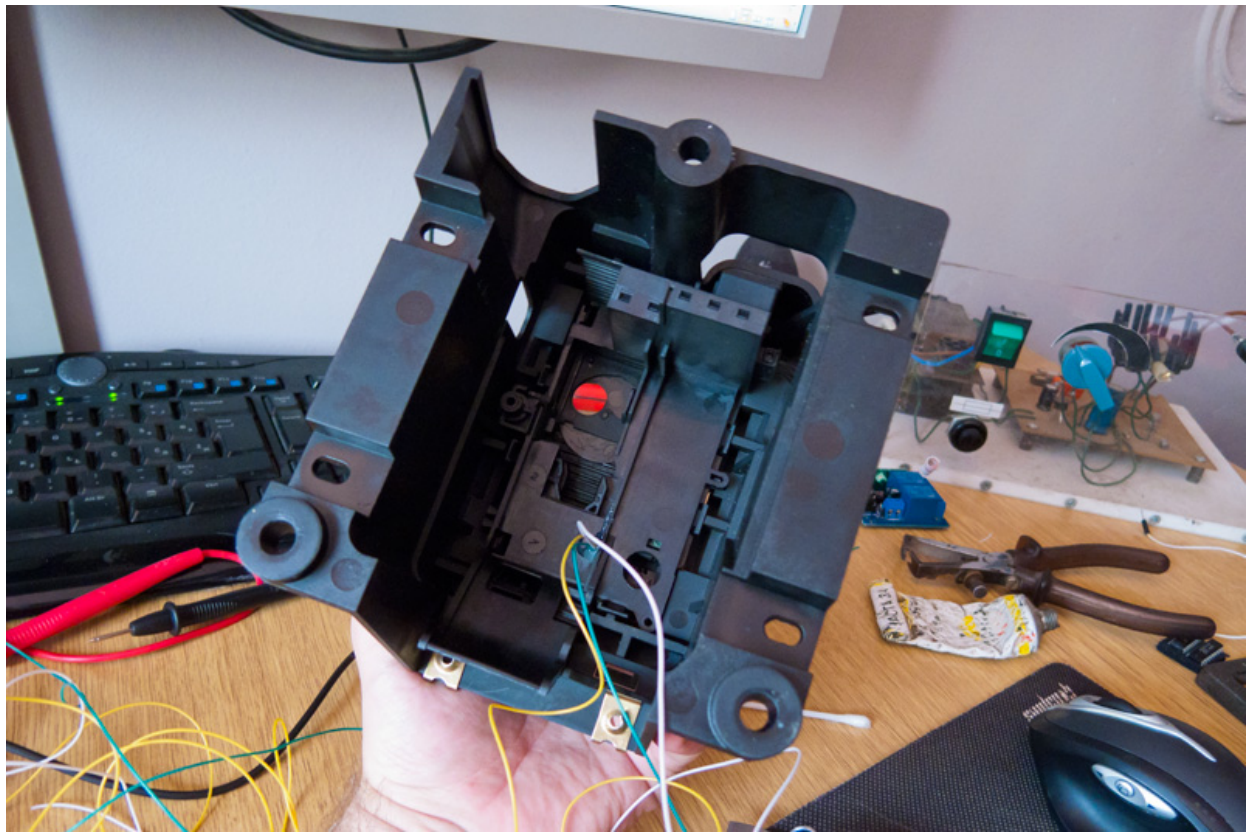


The +/- buttons in the shifter make contacts on these gold parts:



Its a sliding type of button. There i soldered the wires and fed them through the shifter module:

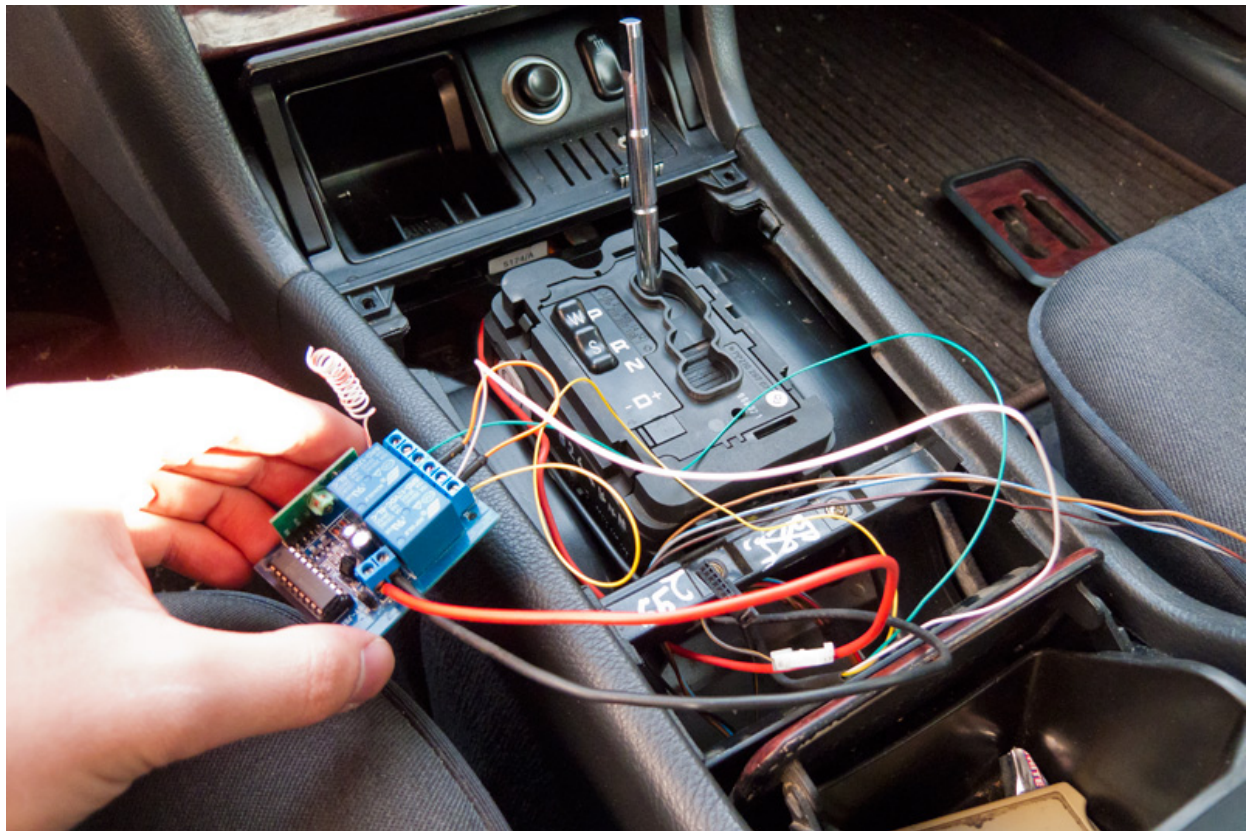




Then you put everything back together.



And here its connected to the receiver:



Green, yellow and the white wire are soldered to the board, and connected to the relays on the receiver.

And thats about it, if done correctly, it should work . . . Here's a little vid that shows that :



than happy to guide you through the process if you're going to do it for yourself . . . This is kinda a general workflow and the idea, maybe you'll like it, maybe not :P

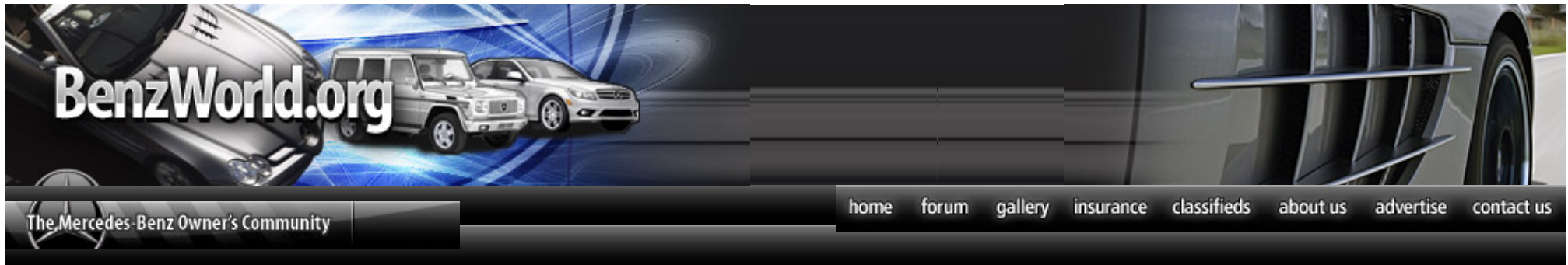
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 **Paddle shifters for non-paddle cars DIY SLK32 (R170) Install with pics and schematic**

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 08-16-2011, 10:59 AM

#1 (permalink)

[latemodel21](#)

BenzWorld Junior Member

Date registered: May 2008
 Vehicle: 2002 SLK32
 Location: Gilroy, Ca
 Posts: 9

[Tweet](#) **Paddle shifters for non-paddle cars DIY SLK32 (R170) Install with pics and schematic**

I previously looked around for instructions on this and found none. So I did it and here is the how to. This DIY is not for the timid, and probably far more trouble than it is worth but this will get you there.

NOTE: This is primarily a work-around for cars without factory installed paddle shifters (and their wires) and should work for any model with a "5G-tronic" (also know as NAG 1) auto.

Background :

SO, there I was,, I had my (2002 slk32) shifter apart for another reason and noticed how simple it would be to tap into the up and down functions (so I added the wires while I had it apart). Shortly after, I was talking with Rob @ needswings about something else and this topic came up. He told me some guys on



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the crossfire forum had done this, so I went looking there. It seems that a few had been done, but they were switching to paddle shift equipped wheels and then using a small remote transmitter (as there are too few available circuits in the clockspring).

Having an extra steering wheel (and a basic understanding of digital and analog electronics) I decided to do this in my SLK32 with the stock wheel (without the wireless interface) using the AMG aluminum paddles.

the part number for the aluminum paddle switches I used is 1712670046. This is for a set (right and left) \$99 at parts.com
(I opted to install 8-32 helicoils in mine)

WARNING:

DON'T turn your car on with the airbag unplugged (this will cause your SRS system to require a dealer reset)

Sorry, I did not take pics of the floor shifter dis-assy. I would strongly recommend starting there. This part is not rocket science, but it takes patience.

Here are some pics of the switch install and the module I made (which allows multiple signals on the horn wire) . I put the module under the dash, but it would probably be easier to install next to the K40 relay module (where the horn wire is easier to find).

Attached Thumbnails

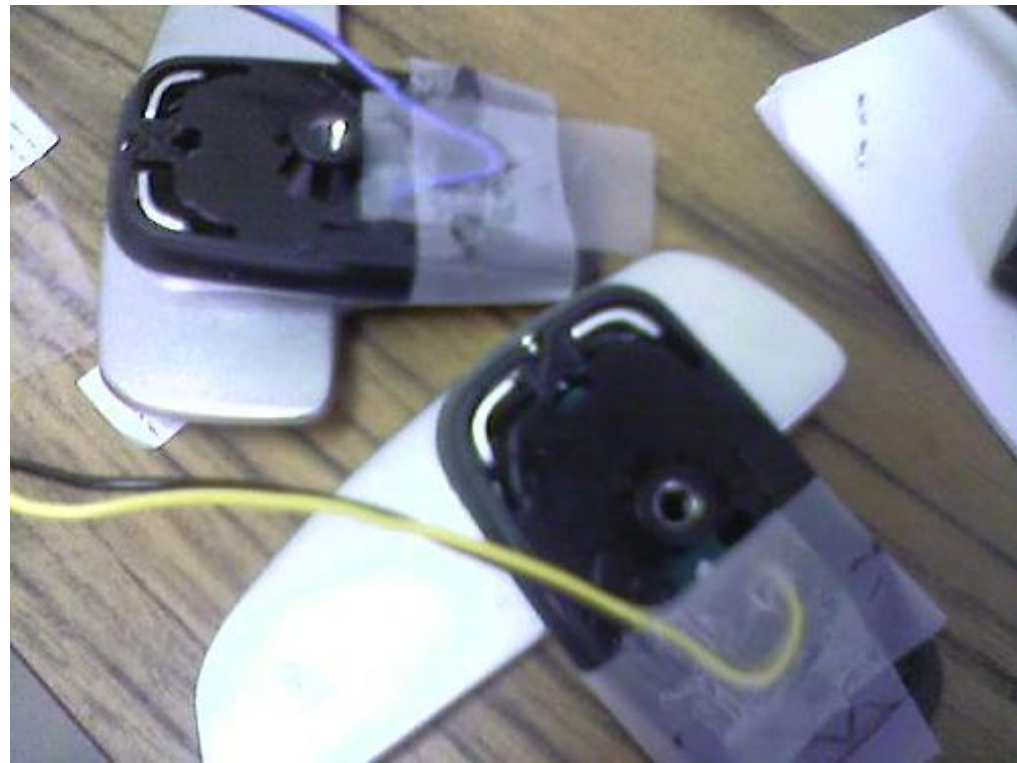
» **Wheel & Tire Center**

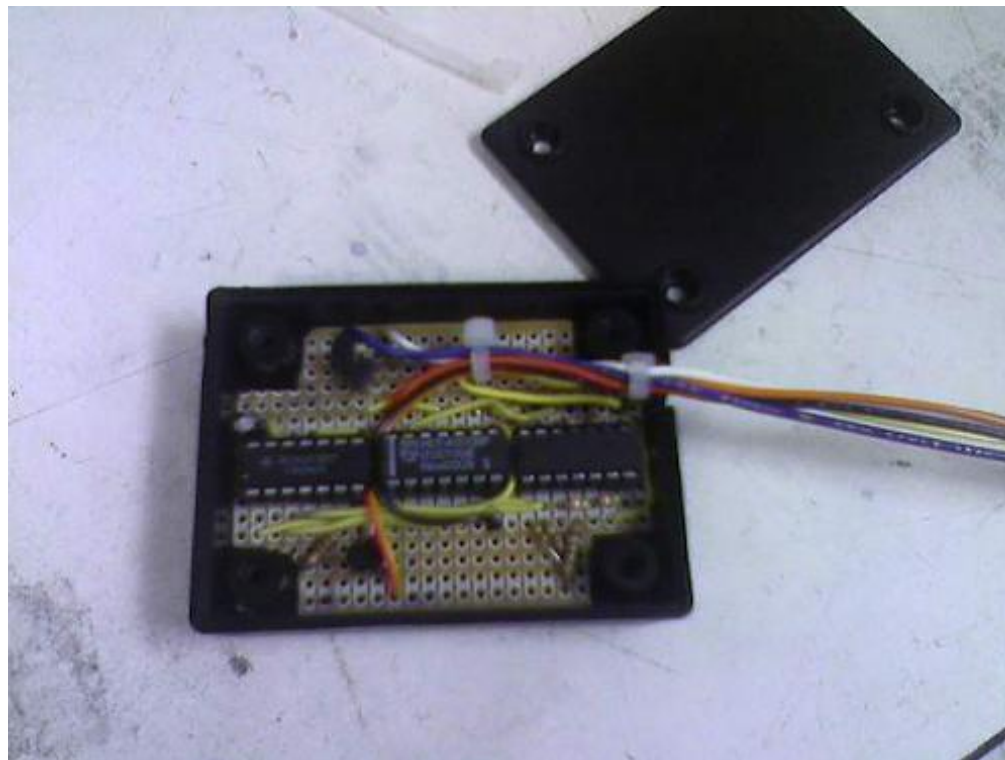


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Last edited by latemodel21; 08-26-2011 at 03:26 PM.

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08-16-2011, 01:47 PM

#2 ([permalink](#))

[Billy22Bob](#)

BenzWorld Senior Member



Date registered: Dec 2010
Vehicle: Australia, 99SLK230
R170
Location: Sydney
Posts: 416

OFFLINE

very cool.....

Let us know when you have managed to fit it and try it out.
Certainly makes up for the auto - partways, however I would have thought the gear shift is more than a switch (could be wrong). I would have thought it invoked some mechanical advantage to change spools as well - but then I dont know anything about these trannys.

QUOTE

08-16-2011, 03:41 PM

#3 ([permalink](#))

[buggin](#)

BenzWorld Member



Date registered: Jul 2006
Vehicle: '02 SLK32 AMG
Location: Geilenkirchen,
Germany
Posts: 324

OFFLINE

I would seriously love to do this, but I think building the circuit is a little out of my DIY ability... pretty inexpensive mod. Nice work!

2002 SLK32

- [Dyno-Tuned by Eurocharged](#) // [Code3 Pulley, Intake, Belt Wrap](#) // [Wavetrac LSD](#) // [NW oil catch can](#) // [Custom Intercooler Reservoir](#)
- [Port & Polished Y-Pipe w/ boost guage](#) // [16x7 Voxx MG3's w/ 255/50-16 MT ET Street Radials](#) // [Best 1/4 mile: 12.173 @ 114.43](#)

QUOTE

08-16-2011, 05:22 PM

#4 ([permalink](#))

Subby

Moderator



Date registered: Jan 2007
Vehicle: 1998 SLK 230
Location: Melbourne, AU
Posts: 1,288



OFFLINE

wow good work..... aftermarket kits are a fair bit of \$\$

the 5speed auto is fully electrically switched, gears 1->4 are just switches, BUT i have to confirm 4->5 (D) is a mechanical engagement and so is to R and N and P

- ASP pulley kit
- 87mm supercharger pulley
- Ported Eaton M62 supercharger
- Ported supercharger inlet manifold
- MAF 4.8v voltage clamp
- MAF screen & throttle body screen delete
- Automatic intercooler spray kit
- Single 2.5" Magnaflow Hi-flow cat
- Magnaflow rear muffler + Lukey Ultraflo resonator
- Shift-I progressive shift light
- Custom ECU tune
- Air box delete (custom) with BMC airfilter
- 10c degree STAR thermo fan mod

QUOTE

08-16-2011, 05:42 PM

[#5 \(permalink\)](#)

SHAUNE55

BenzWorld Elite



Date registered: Aug 2010
Vehicle: 1999 E55
AMG.....2001 E55 AMG
Location: MANCHESTER.
ENGLAND
Posts: 2,392

OFFLINE

This is very interesting, someone on the 210 AMG forum was asking if this was possible a while back. Surely 4 - 5 (D) can be operated this way?...Once you move from N - D (mechanically) going from D-4 is electrical and back again.
How much did your box cost to build?

Quote:

*Eric Cantona quotes
When the seagulls follow the trawler, it is because they think sardines will be thrown into the sea.*

QUOTE

08-16-2011, 07:03 PM

[#6 \(permalink\)](#)

[latemodel21](#)

BenzWorld Junior Member

Date registered: May 2008

Vehicle: 2002 SLK32

Location: Gilroy, Ca

Posts: 9

OFFLINE

Quote:

Originally Posted by **Billy22Bob** ☼

very cool.....

Let us know when you have managed to fit it and try it out.

Certainly makes up for the auto - partways, however I would have thought the gear shift is more than a switch (could be wrong). I would have thought it invoked some mechanical advantage to change spools as well - but then I dont know anything about these tranny's.

It's in the car and working without a hitch.

Chris

QUOTE

08-16-2011, 07:05 PM

[#7 \(permalink\)](#)

[32krazy!](#)

BenzWorld Elite



Date registered: Oct 2008

Vehicle: PROUD OWNER!

2002 slk32 AMG

Location: murfreesboro tn

Posts: 1,479

OFFLINE

320 dreamer for the other forum here. if you build them they will come!! i know a half dozen folks on the crossfire forum that would buy the modules

QUOTE

08-16-2011, 07:06 PM

[#8 \(permalink\)](#)

[APKirby](#)

BenzWorld Junior Member



Date registered: Jul 2004

Vehicle: 2002 E55 AMG

Location: Sunnyvale,
California

Posts: 46

OFFLINE

latemodel21,

I've got a 2002 E55 AMG, and would like to do the same thing to my car.

I'm located up in Sunnyvale.

I'd really like to come to Gilroy and check out your car, if that's possible.

Please PM me, if you wouldn't mind.

QUOTE

08-16-2011, 07:13 PM

[#9 \(permalink\)](#)

[latemodel21](#)

BenzWorld Junior Member

Date registered: May 2008

Vehicle: 2002 SLK32

Location: Gilroy, Ca

Posts: 9

Quote:

Originally Posted by **SHAUNE55** ❖

This is very interesting, someone on the 210 AMG forum was asking if this was possible a while back.

Surely 4 - 5 (D) can be operated this way?...Once you move from N - D (mechanically) going from D- 4 is electrical and back again.

How much did your box cost to build?

This Mod applies to the "5G-tronic" (also know as NAG 1) auto. The shifter is the style with a - and + (down and up) shift choice (once you are in "D"). In this shifter, + and - are active-low switches (operate when grounded).

In order to do this mod, you need to disassemble the floor shifter and solder on 2 wires ... and then somehow ground them with the paddle shifters.

here is a picture of the shifter style to which i refer ...

Attached Images