Last edited by latemodel21; 09-09-2011 at 05:42 PM.

OFFLINE

QUOTE

08-16-2011, 08:21 PM #10 (permalink)

Subby_
Moderator

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

yeh commercially available units do the same but cost $$

Paddle Shifters, Sequential and Electronic - ASaP

just to name one...

OFFLINE

QUOTE

MasterShift™

****** Skip to Product Listing ******

The MasterShift™ Auto Shifter for automatic transmissions enables you to shift your automatic or manual shift automatic transmission while leaving your hands on the steering wheel. It provides a quick and reliable electronically controlled movement of the transmission shift lever. The shifter unit is coupled to the transmission through a standard shift cable, just like the manual shift lever; this makes installation quick and easy. The MasterShift™ Auto Shifter supports transmissions with a single, rotating transmission shift shaft that has one position for each gear. Common automatic transmissions fall in this category, as do some less common manual shift automatic transmissions.

The MasterShift™ Manual Shifter currently supports 700R4, Turbo 400, Ford AOD, GM-4L60 and 4L60E, GM4L80, and other such transmissions (see requirements)

1. Vehicle with a supported automatic transmission or with a similar automatic transmission as unsupported custom installation. Currently supported are 700R4, Turbo 400, Ford AOD, GM-4L60 and 4L60E, GM4L80, and other such transmissions with an externally mounted shift lever that is typically cable driven.
2. PC with a standard serial port, running a supported version of Microsoft Windows.
3. Vehicle with aftermarket steering wheel (5 bolt, 6 bolt, or 9 bolt). Coming Soon: Paddle shifters for airbag equipped steering wheels

Basic shifting is simple: just hit the shift buttons or paddles, and the MasterShift™ Auto Shifter will push or pull the shift cable to place the transmission lever in the requested position, as you would have done manually before you had it. It is also possible to "stack" multiple shifts by pressing the paddle or button several times. The Auto Shifter will then move straight to the requested target gear position. The Auto Shifter does not alter the characteristics of your transmission. If you have a manual shift automatic transmission, it will stay in gear until you shift again. If you have a standard automatic transmission (like the Turbo 400), it will have the same shift behavior according to the current position, just like before the installation of the MasterShift™ Auto Shifter.

Features Include:

Overdrive Control	**Overdrive Protection**
Neutral Safety	**Brake Safety**
Speed Safety	**OneWire™**
All Electronic Operation	**Steering Wheel Mounted Paddles**
Optional Gear Display	**Easy Installation**
Little To No Maintenance	**Hands-On-The-Wheel Shifting**
Sealed Case	**Fast Shift Action**
A Unique Accessory	

1. Overdrive Control
In the OneWire board inside the paddle assembly as well as at the MasterShift™ Auto Shifter unit is a switch input available for control of an overdrive unit. Both work as toggle inputs: pressing a button connected to either input changes the state of the overdrive output (switches it off if it was on, or switches it on if it was off). The switch input of the one-wire board inside the paddle assembly can be conveniently wired to a push-button switch mounted to the steering wheel. It is also possible to include the overdrive engagement into the shift sequence. This way, the MasterShift™ Auto Shifter makes it possible to use the overdrive as a gear splitter. For example, shifting from 2nd to 3rd position now occurs in two shift commands: the first enables the overdrive, placing the vehicle into something like a "2nd plus overdrive" gear, and the second shift command moves the shift lever to 3rd position and disables the overdrive. Caution: Even

when using an overdrive unit with the Auto Shifter, the driver is responsible for operating the overdrive within its specified limits.

2. Overdrive Protection

Some overdrive constructions should not be driven “backwards”, that is with reversed torque, either in reverse gear or whiles the engine is braking the vehicle. The MasterShift™ Auto Shifter provides two safety features that help prevent such situations.

a. Automatically Disabling the Overdrive on Downshift

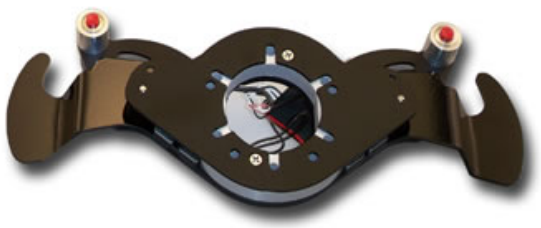
b. Automatically Disabling the Overdrive when Braking

3. Neutral Safety
When the Neutral Safety Switch feature is enabled, the shift safety push-button, or safety delay must be used every time the driver wants to shift from a forward gear into neutral. The purpose of this feature is to prevent accidental shifts into neutral gear during normal driving. Multiple presses of the downshift button or paddle (without pressing the shift safety button) are now guaranteed to not shift into neutral. This is especially useful for manual shift automatic transmissions.

4. Brake Safety
The Brake Safety feature prevents shifts into reverse gear or park unless the brake pedal is pressed. This is a standard safety feature for automatic transmissions.

5. Speed Safety
The Speed Safety feature works in the same way as the Brake Safety feature: the driver is not allowed to shift into reverse gear or park when the vehicle speed is above 1 mph. This is also a standard safety feature for automatic transmissions. Required for this feature is a speed sensor pulse. This may be a raw speed sensor pulse, or a speedometer pulse that is usually sent from the engine or powertrain control module to the speedometer.

6. OneWire™
The paddle shifter with OneWire board is to be used on vehicles with aftermarket steering wheels that have a horn wire that runs down the steering column of their vehicle. The OneWire system eliminates the need to run wires down your steering column and thus makes installation easy and painless.



More information

Flat Billet Paddles

OneWire™ Patent # 7,278,510
(Requires a horn wire)

5/6 bolt paddle assembly with optional flat, polished billet paddles for deep dish steering wheels

P/N MS-PDLOWBF

More information

Black Steel Paddles

OneWire™ Patent # 7,278,510
(Requires a horn wire)

350 MM bent black steel paddles, standard with every kit

P/N MS-PDLOWS

More information

Bent Billet Paddles

OneWire™ Patent # 7,278,510
(Requires a horn wire)

5/6 bolt paddle assembly with optional bent, polished billet paddles for low dish steering wheels

P/N MS-PDLOWBB

Machined RF Paddles

RF (Wireless) Paddle assembly for air bag steering wheels. Can be used on automatic or manual transmissions.

P/N MS-RFMSN Patent Pending

More information

9 Bolt Hub Adapter

More information

Black RF Paddles

RF (Wireless) Paddle assembly for air bag steering wheels. Can be used on automatic or manual transmissions.

P/N MS-RFBLK Patent Pending

OneWire™ Patent # 7,278,510
(Requires a horn wire)

9 Bolt hub integraded paddle assembley. Universal or GM splined in brushed aluminum. Also available in Black Anodized and polished on special order only.

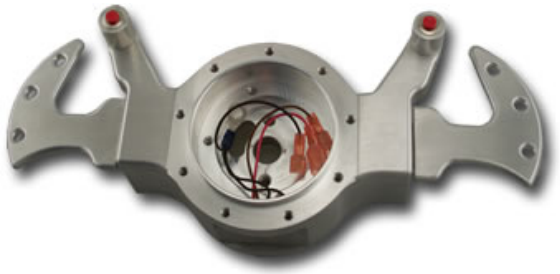
P/N MS-9BOLTOWS (Splined)
P/N MS-9BOLTOWU (Universal)

More information

Push Button Shifter

Allows you to individually select a specific transmission gear detent by the press of a single button. Go from park straight to drive, or park straight to manual 1st. The push button shifter is also a gear display, so no additional indication system is needed.

P/N MS-PUSHBUTN



More information 9BOLTOWS

More Information 9BOLTOWU

Electronic Bump Shifter

Can be used as an option with any manual transmission conversion kit. Sequential forward and back movements shift the transmission up and down through the gears. can be used in conjunction with a paddle assembley or as a stand alone unit.

P/N MS-BUMPSHFT

Shifters

Automatic

Automatic transmission conversion kit for any automatic transmission with an external shift lever. USB serial port converter may be needed.

P/N MS-0005 Patent # 7,278,510

More information

GearDash

Polished Gear Display

Dash Mounted Gear Indicator displays current gear position. Used for automatic and manual transmissions.

P/N MS-GDA1PL

More information

Black Gear Display

Dash Mounted Gear Indicator displays current gear position. Used for automatic and manual transmissions.

P/N MS-GDA1BK

More information

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

Today, 09:59 AM #1 (permalink)

latemodel21
BenzWorld Newbie

Date registered: May 2008
Vehicle: 2002 SLK32
Location: Gilroy, Ca
Posts: 1

Like

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.

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 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 switches is 1712670046. This is for a set (right and left) $99 at parts.com
(I opted to install 10-32 helicoils in mine ....)

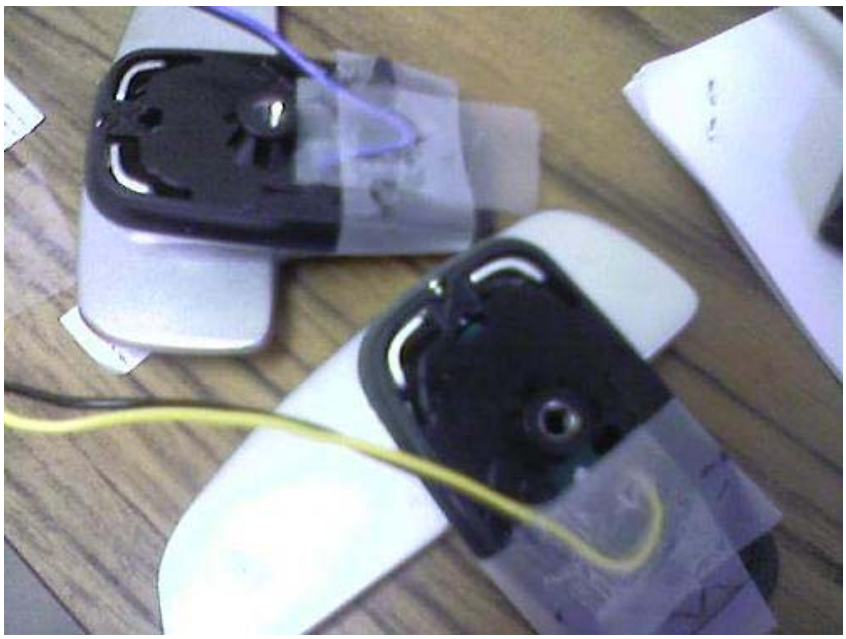
WARNING:
DON'T turn your car on with the airbag unplugged (this will cause your SRS system to require a dealer reset)

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 schematic for 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 assy (where the horn wire is easier to find).

Attached Thumbnails



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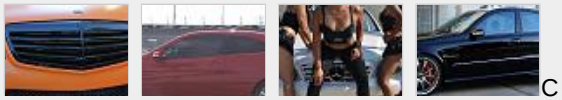
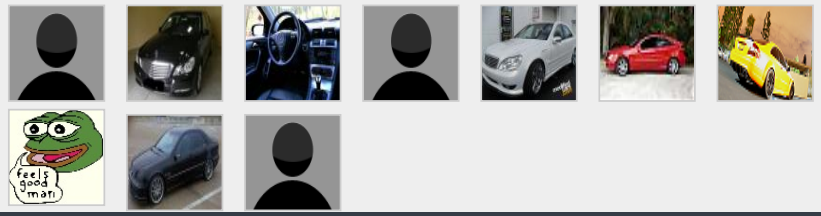
Welcome to MBWorld.org Forums

You are currently viewing our forum as a guest, which gives you limited access to view most discussions and access our other features. By joining our community, at no cost, you will have access to post topics, communicate privately with other members (PM), respond to polls, upload content and access many other special features. Registration is free, fast and simple, so please join our community today!

MB BATTLES

TRENDING PICTURES

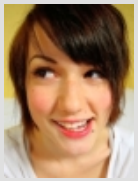

CURRENT TOP USERS


E-Class (W210) 1995-2002: E 200, E 220D, E 240, E 290TD, E 300TD, E 200, E 240, E 280, E 320, E 420, E 430 (Wagon, Touring, 4Matic)

	LinkBack	Thread Tools	Rate Thread

02-26-2012, 12:55 PM

Boobo-oobo
Junior Member
Garage is empty, add now



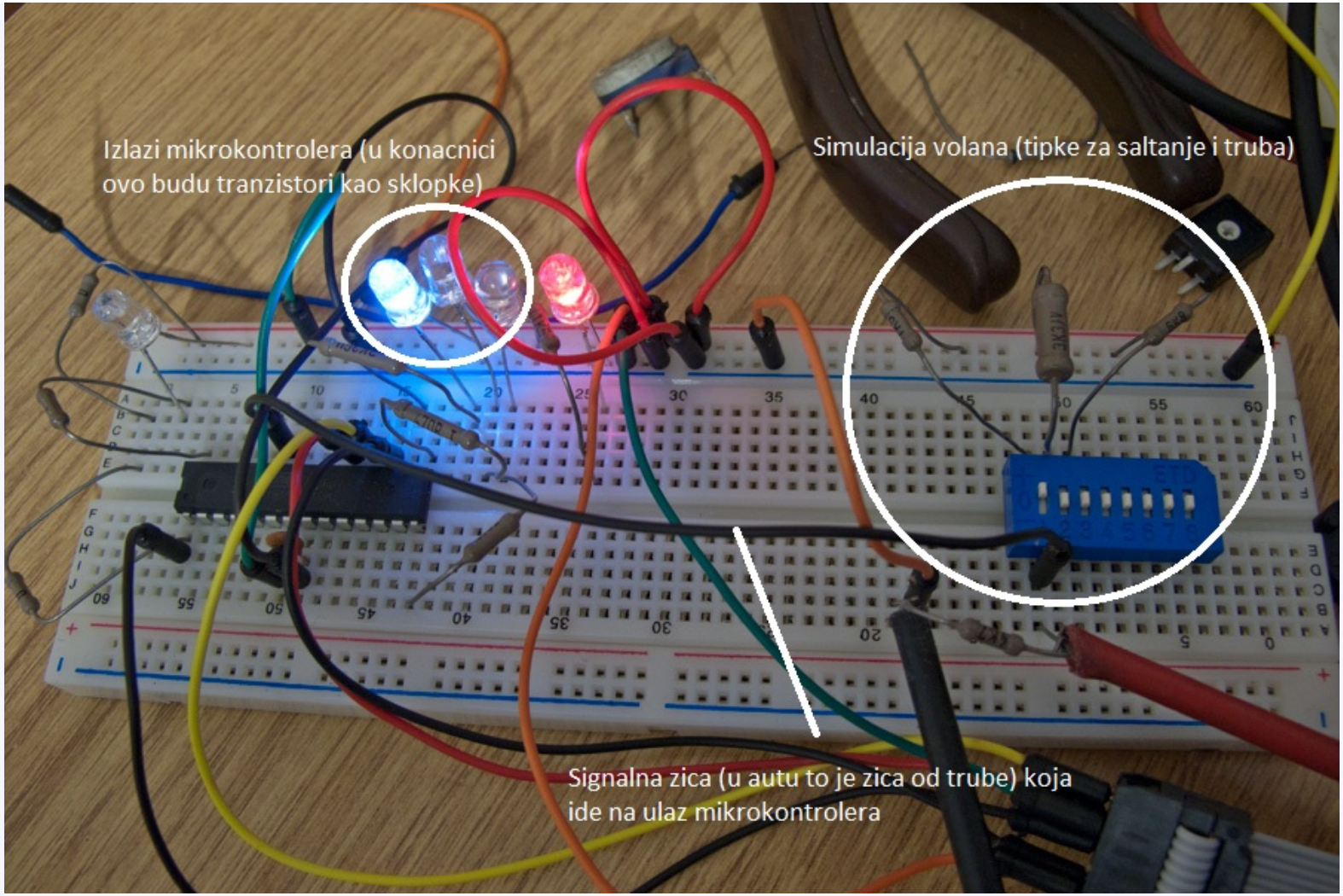
Join Date: Feb 2011
Location: Zagreb, CRO
Posts: 16
Drives: w210 220CDI

DIY 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.

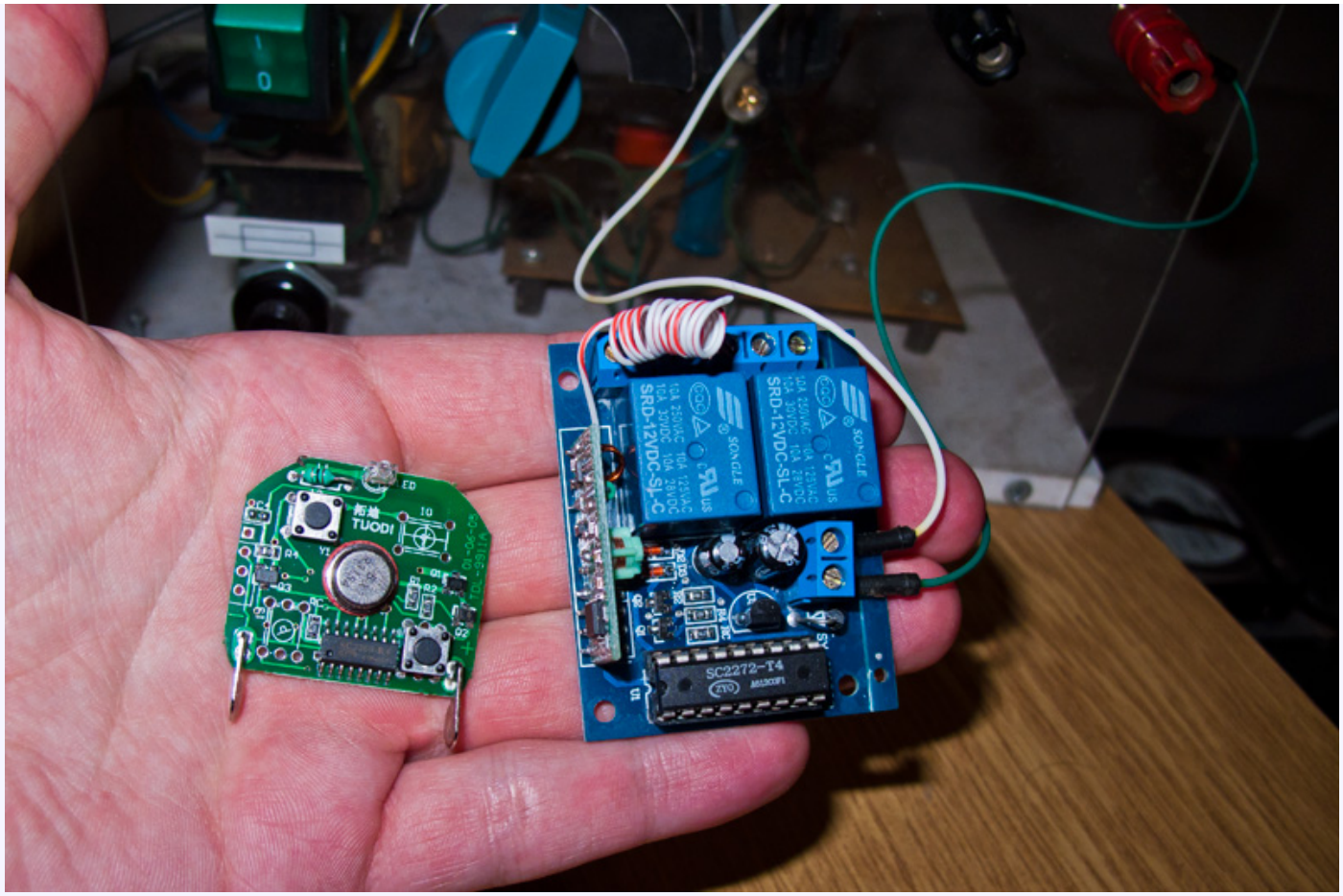
My first plan was to use the existing wire for the horn to connect the paddles to the gearbox. I could the modulate the signals, and send them throught a single wire. I even made the electronics for that, and all test went fine:



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 **** 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

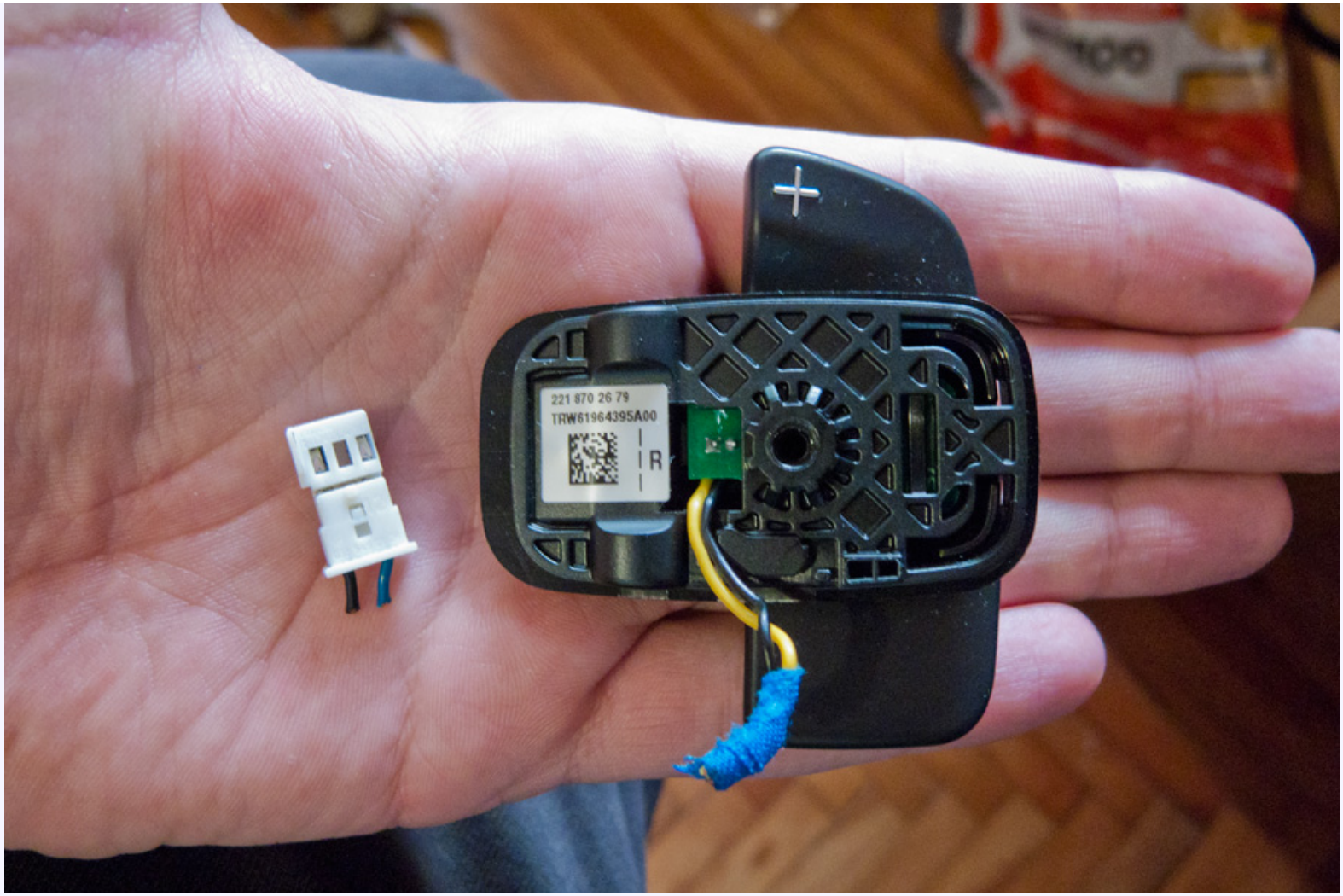
Transmitter on the left, receiver on the right:



The steering wheel

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

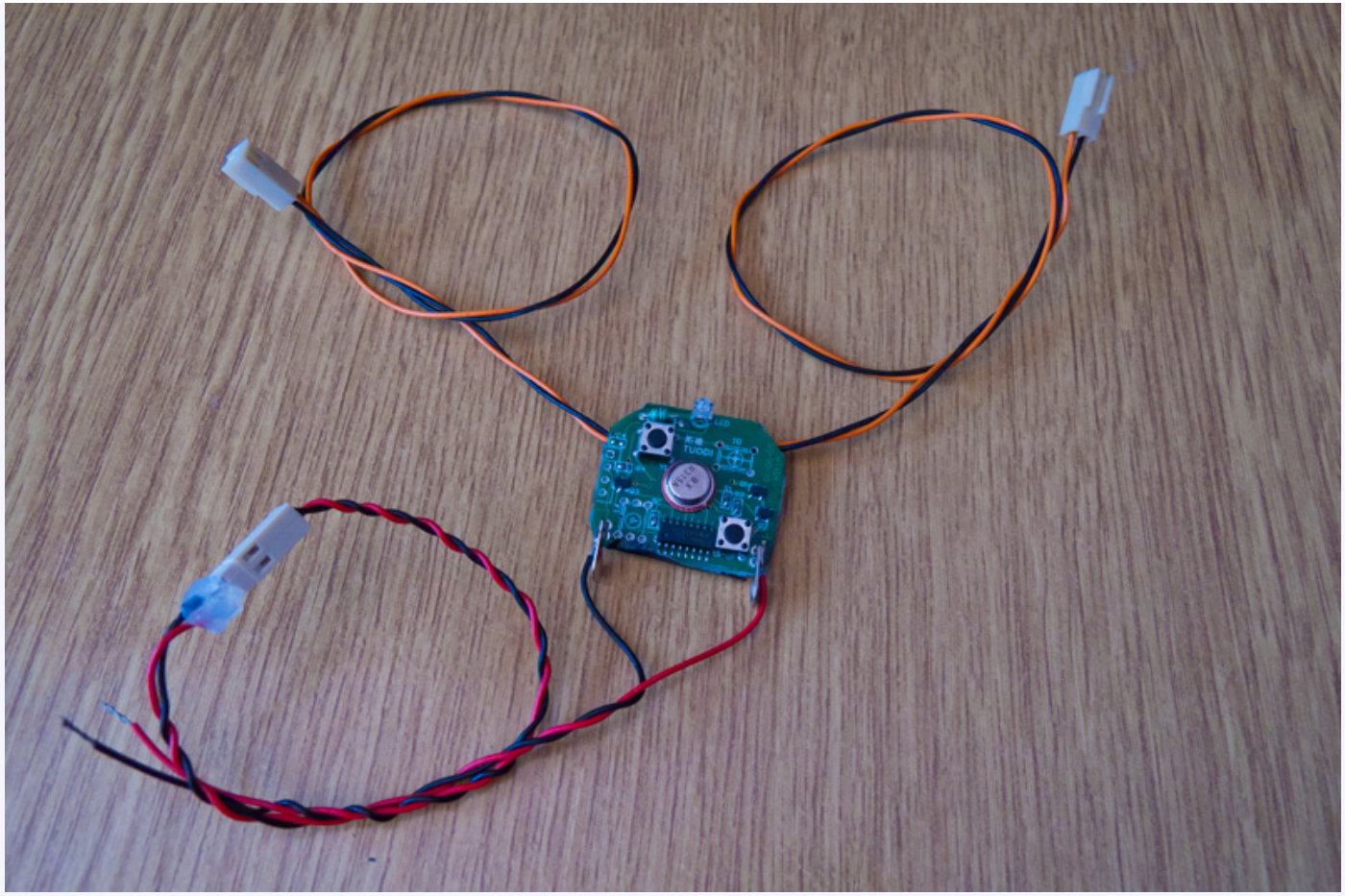
One of them was "damaged", but no big problem:



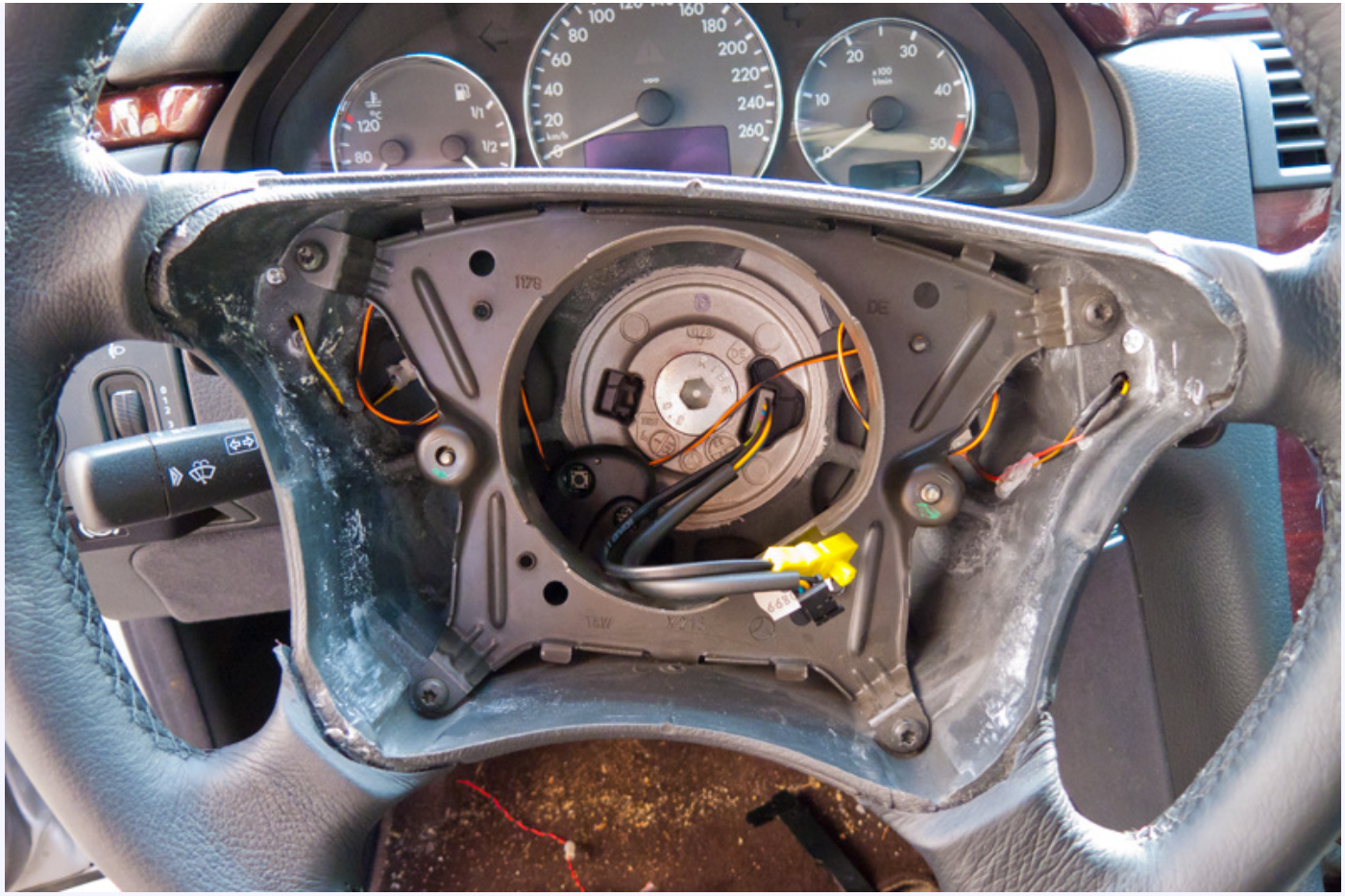
Fitted them on the steering wheel:


SRS
AIRBAG

Made a wire harness for the paddles:



And installed it in the steering wheel:

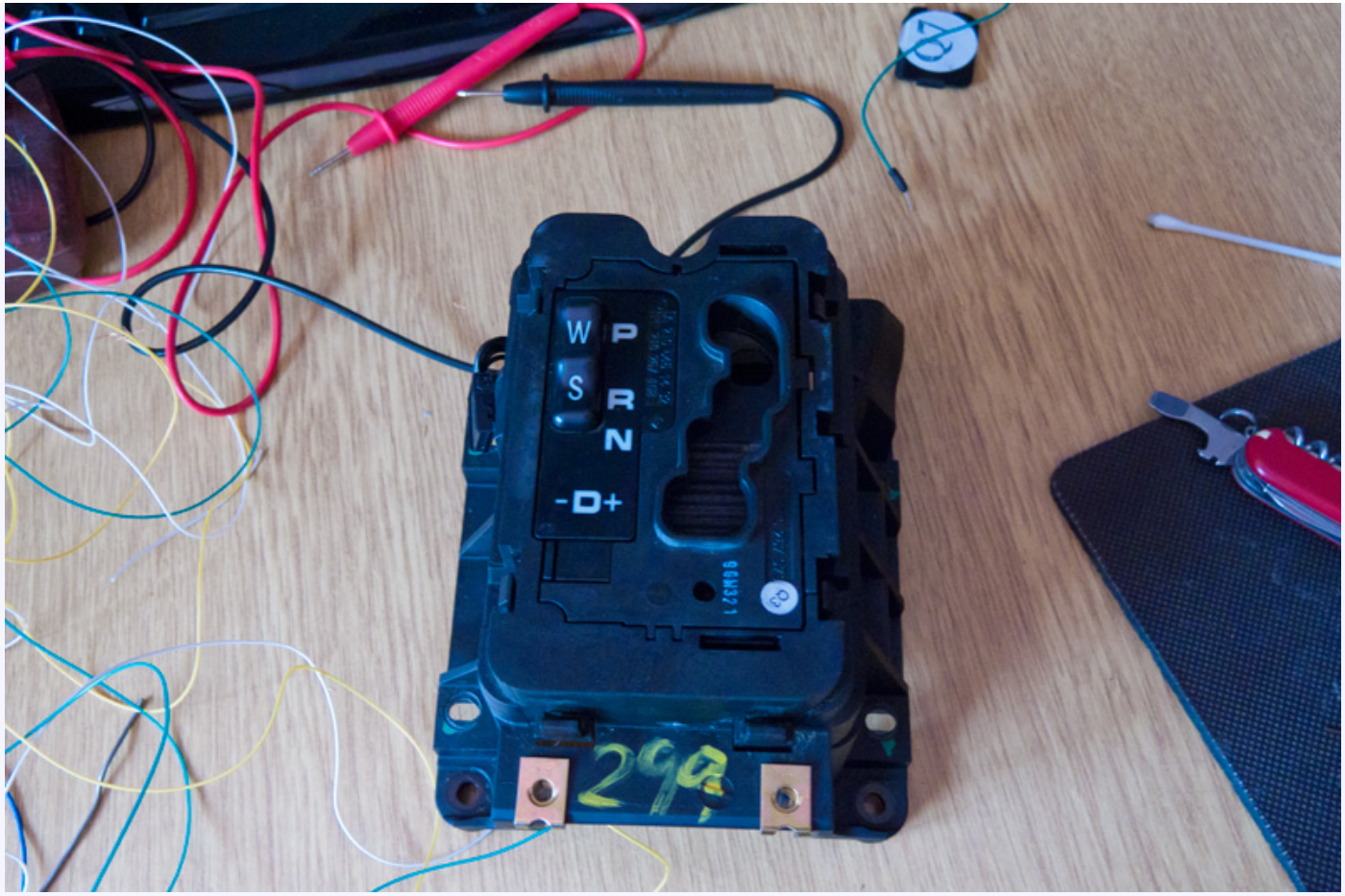


Thats about it for the steering wheel. Each of the paddles has its own channel, you need a 2-channel remote.

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 :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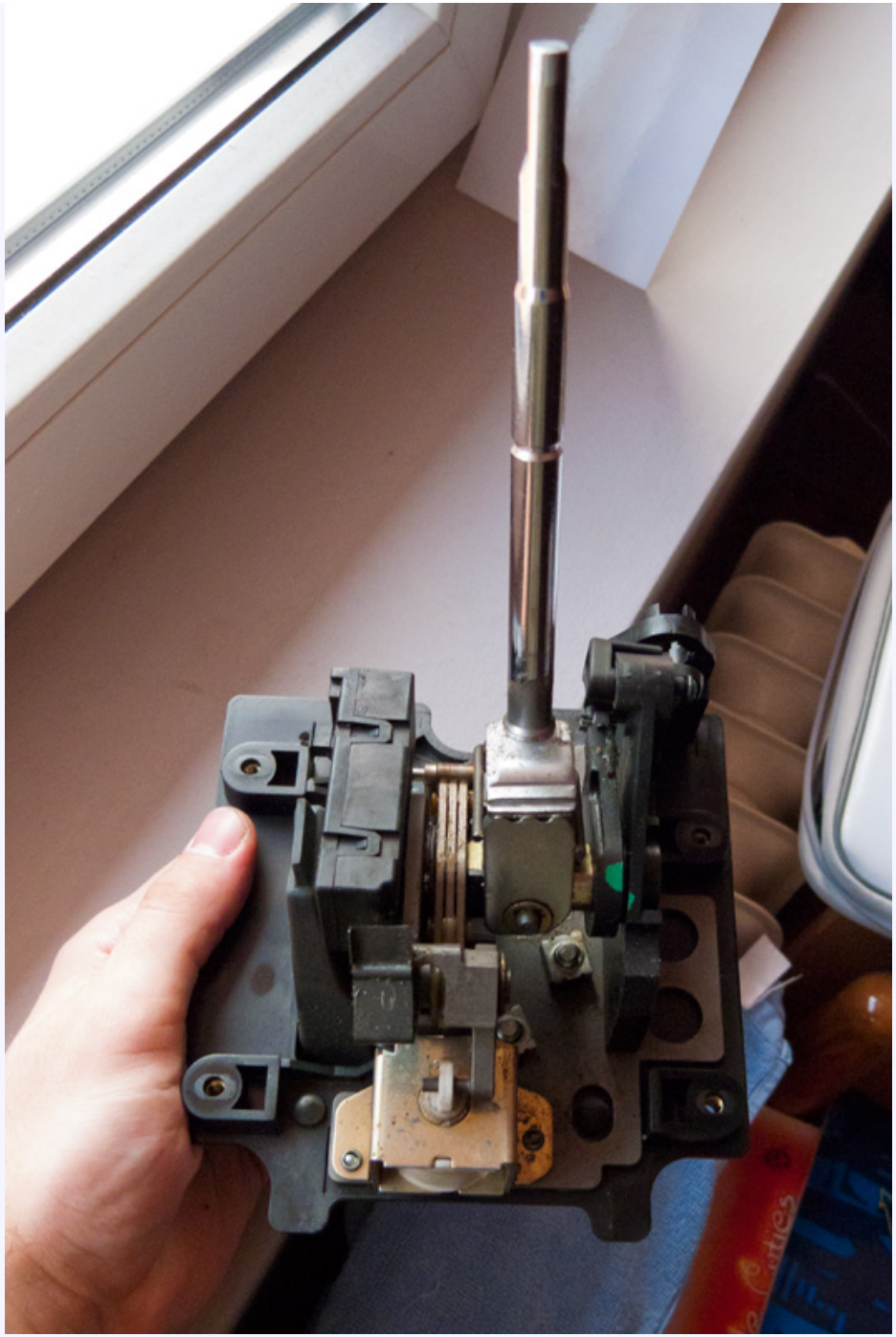
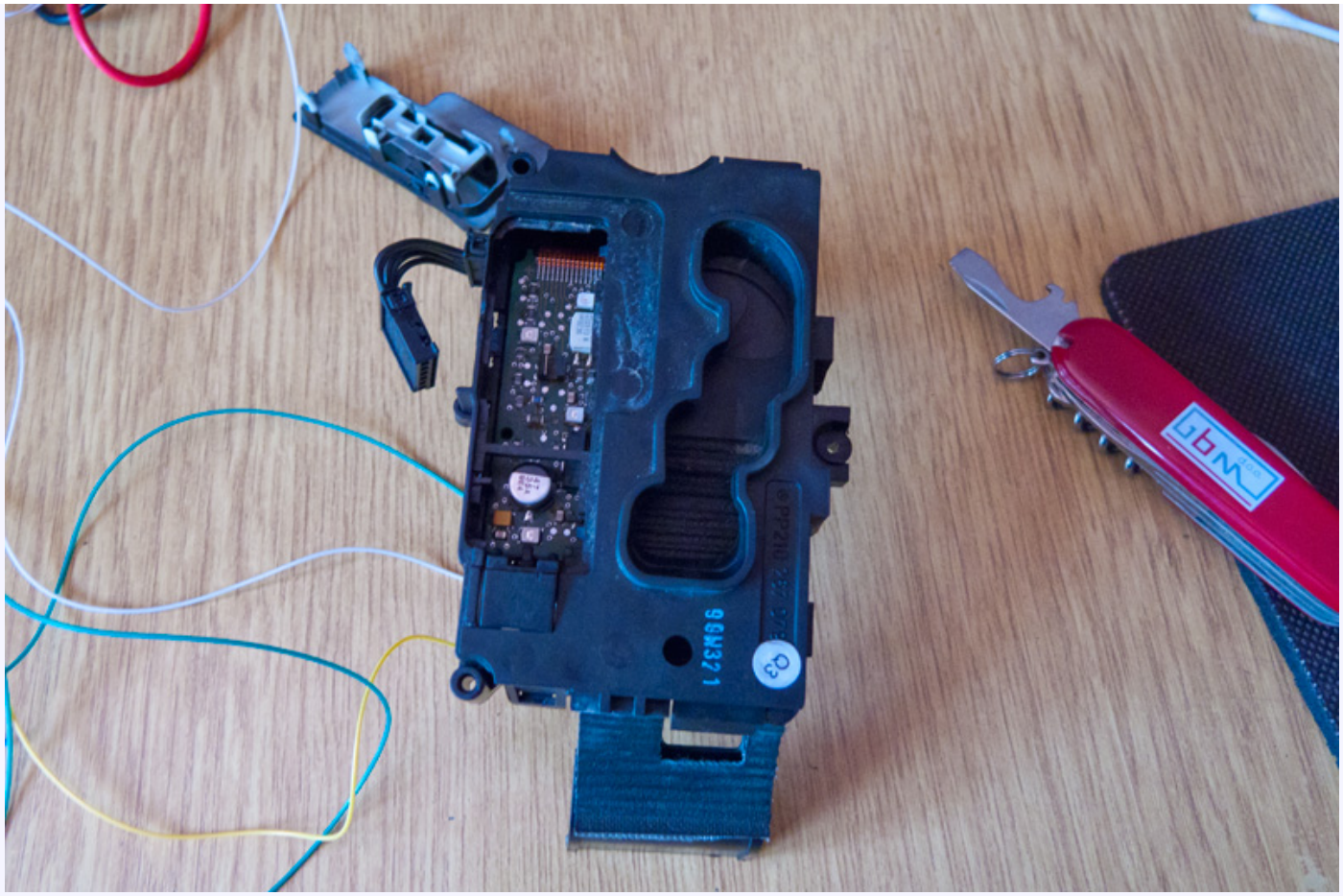
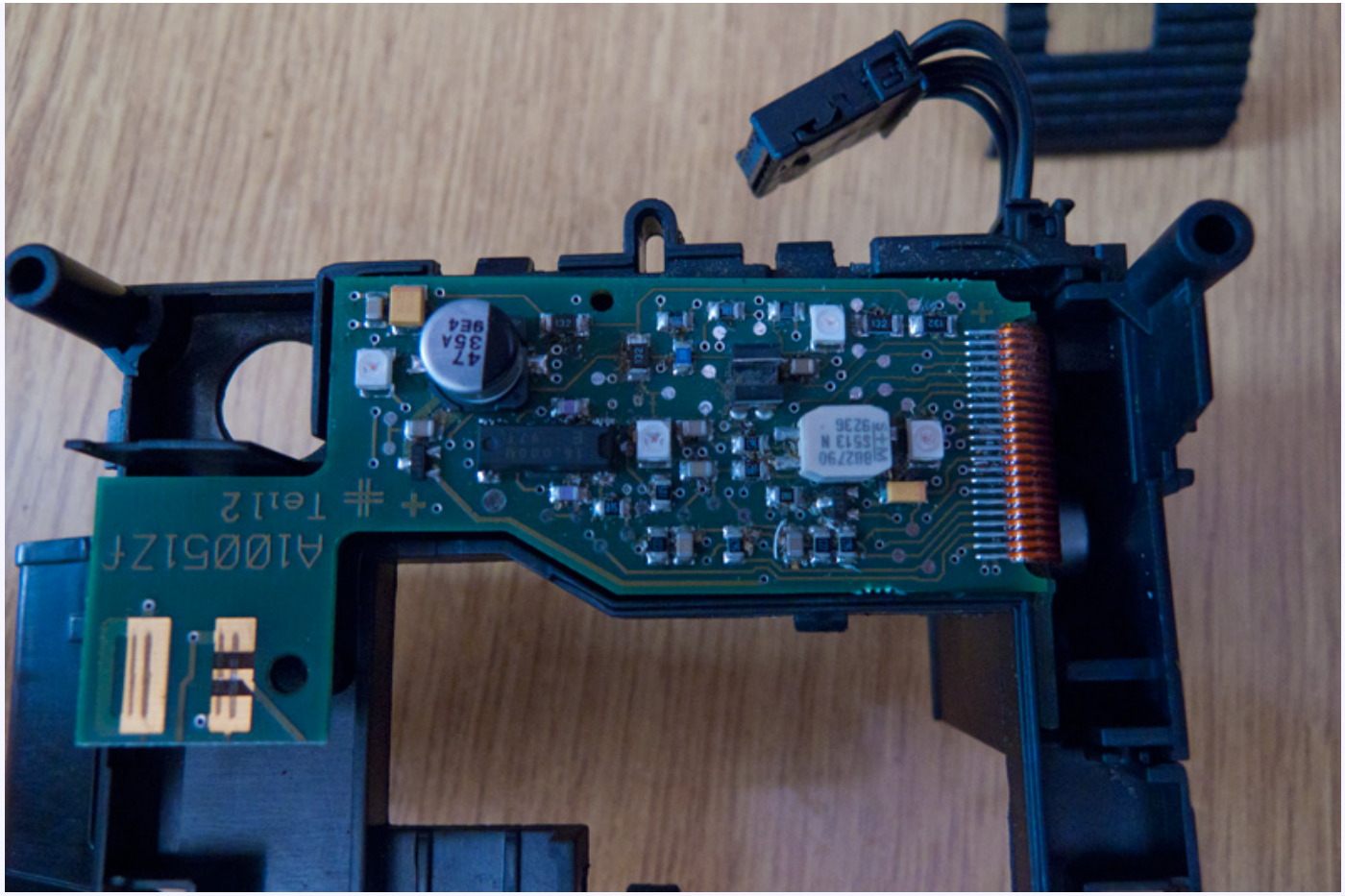




You need to get to this board: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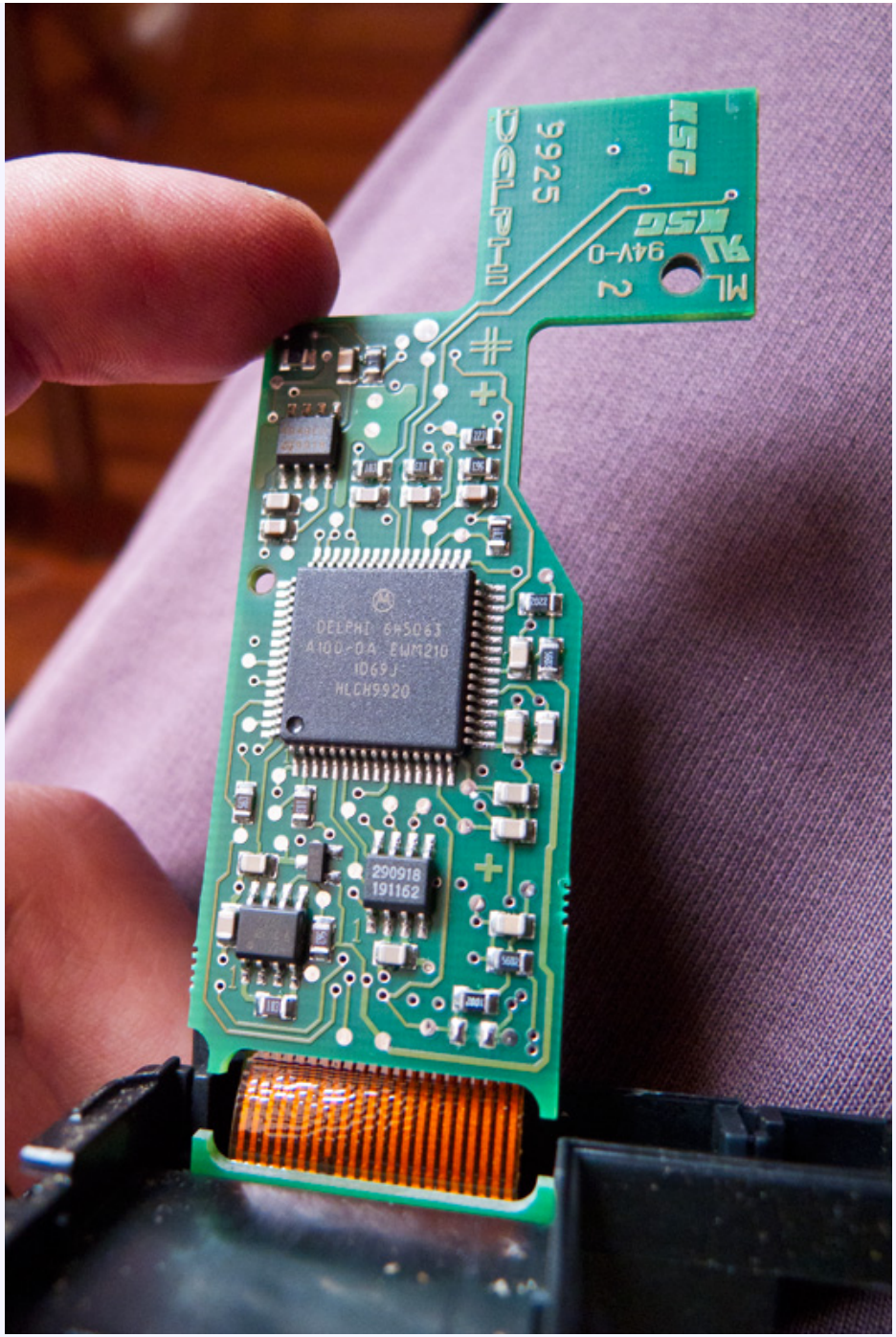
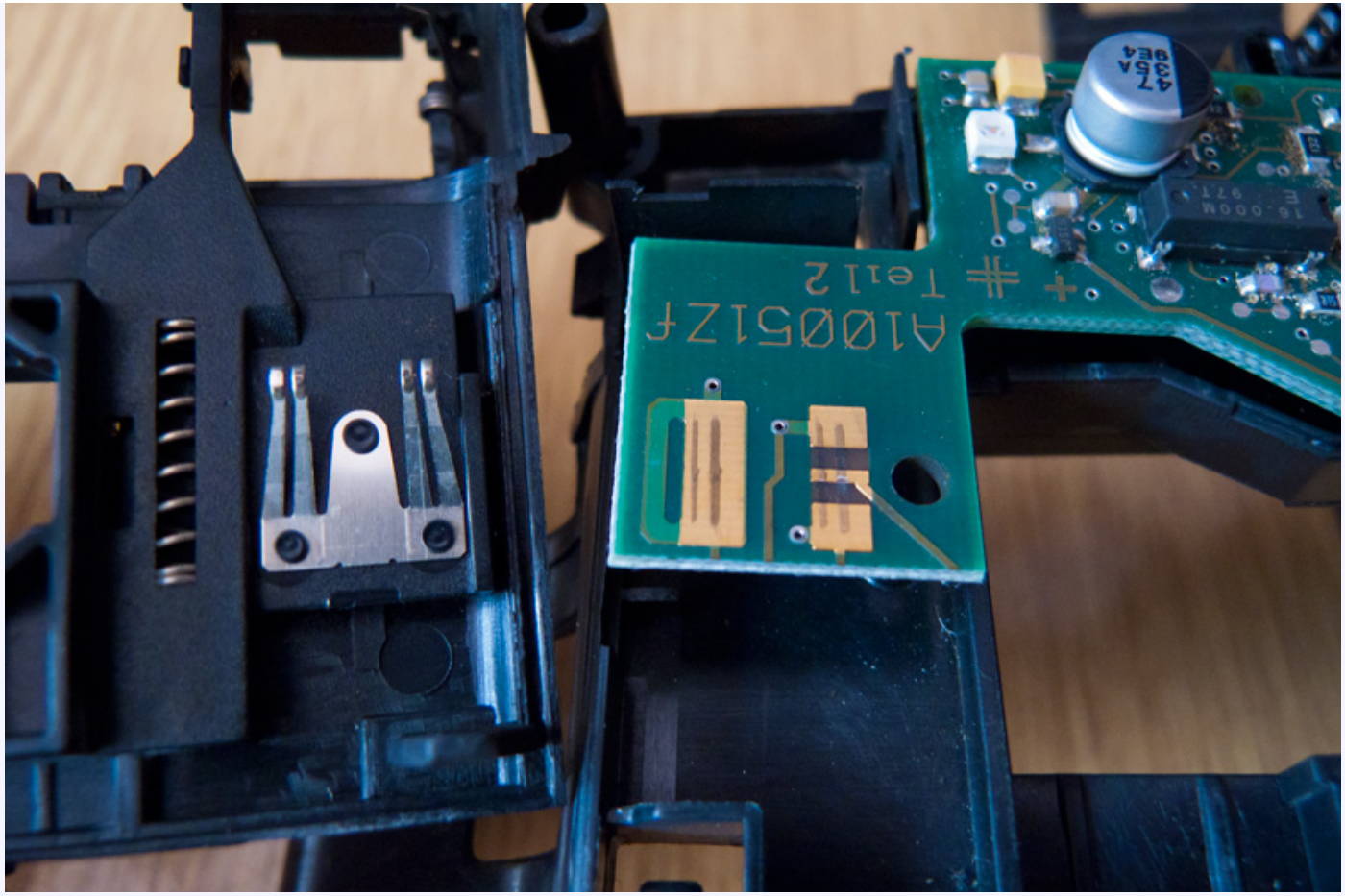


The +/- buttons in the shifter make contacts on these gold parts:



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