

Smart Kits SKs

INSTRUCTION FOR STEERING GEARSHIFT

Principle of the circuit:

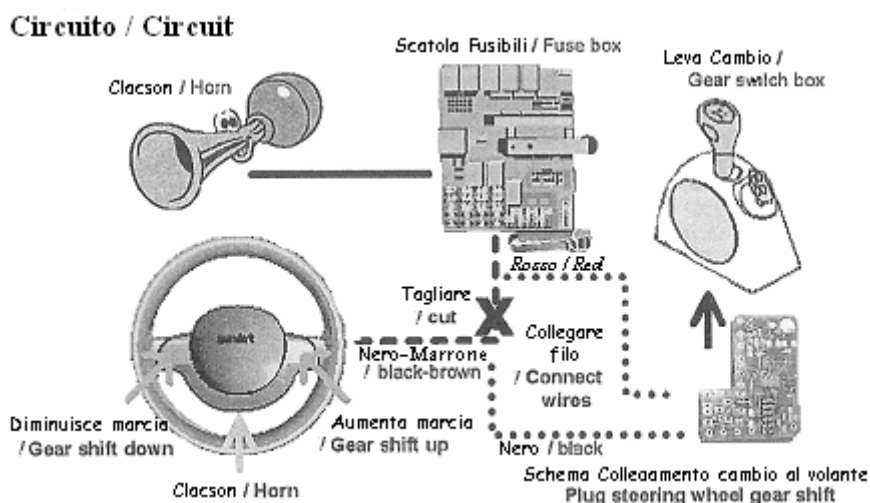
The motherboard can be used with the normal steering (N version) as well as with the paddle one (E Version).

Attention:

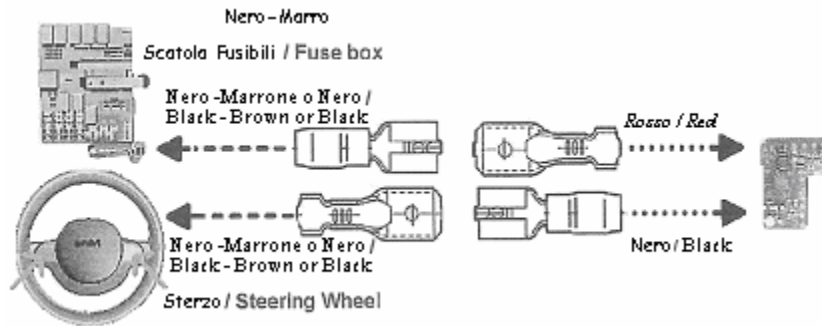
The car must be off, the key mustn't be inserted and the air bags have to be out of connection, otherwise an error message could be displayed. This message can be reset by a Smart Center only.

Removal of the main block of the gear grip handle:

Take apart both seats. Unscrew the four covered sided screws from the mouchet. Unscrew the screw covered by the stopper under the brake. Use a Torx 45 key.

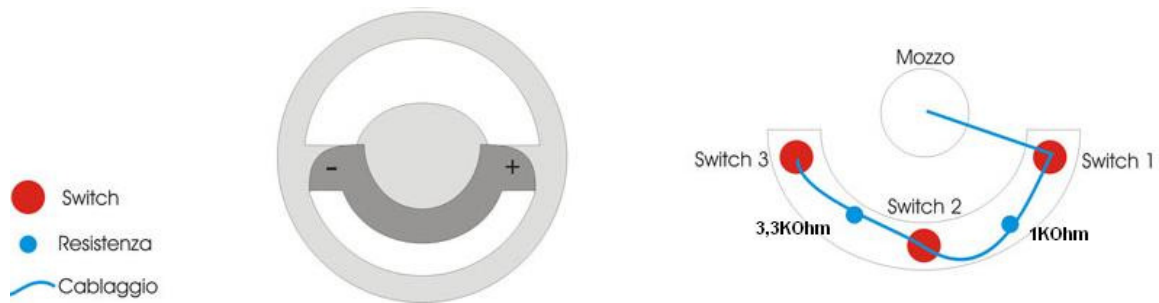


1. Disconnect the 12 pin connector from the gear grip handle and connect it to the motherboard. Connect the motherboard with the gear grip handle. Fix the first one with adhesive glue or similar, warmth or not. Lengthen the black and red cable along the mouchet, towards the fuses box. Turn the key in position 1, in order to check if everything works properly. If a beep is heard, or three bars appear on the display, this means that the card has been correctly fixed (please note that the three bars appears only on cars after 2001).
2. Remove the fuses box (fig. 4). Find out and cut the clacson cable (black/brown colour from 1998 to 2002, black only from 2003). Connect the cable coming from the steering to the motherboard. Connect the black/brown cable coming from the fuses box to the red cable coming from the motherboard (see the figure).



ATTENTION: For E Version jump to Point no. 4.

3. Remove the clacson from its location in the steering through a small pressure 1 centimeter towards the bottom (fig. 5), paying attention to the hooks. Cut the brass cable in three parts (5-7mm each one). If present, remove the soil and knit the 1KOhm resistance to left, and then the 3,3KOhm one to right. Cover both resistances with isolatine tape (fig. 3-8). Arrange the parts removed before and try the correct working.



4. Arrange the steering and verify the new order.

N Version

Right Clacson : Increasing Gears

Left Clacson: Decreasing Gears

Central Clacson : Clacson

E Versione

Paddle + : Increasing Gears

Paddle - : Decreasing Gears

Clacson : Clacson

Motherboard SAM (II Generation e Roadster)

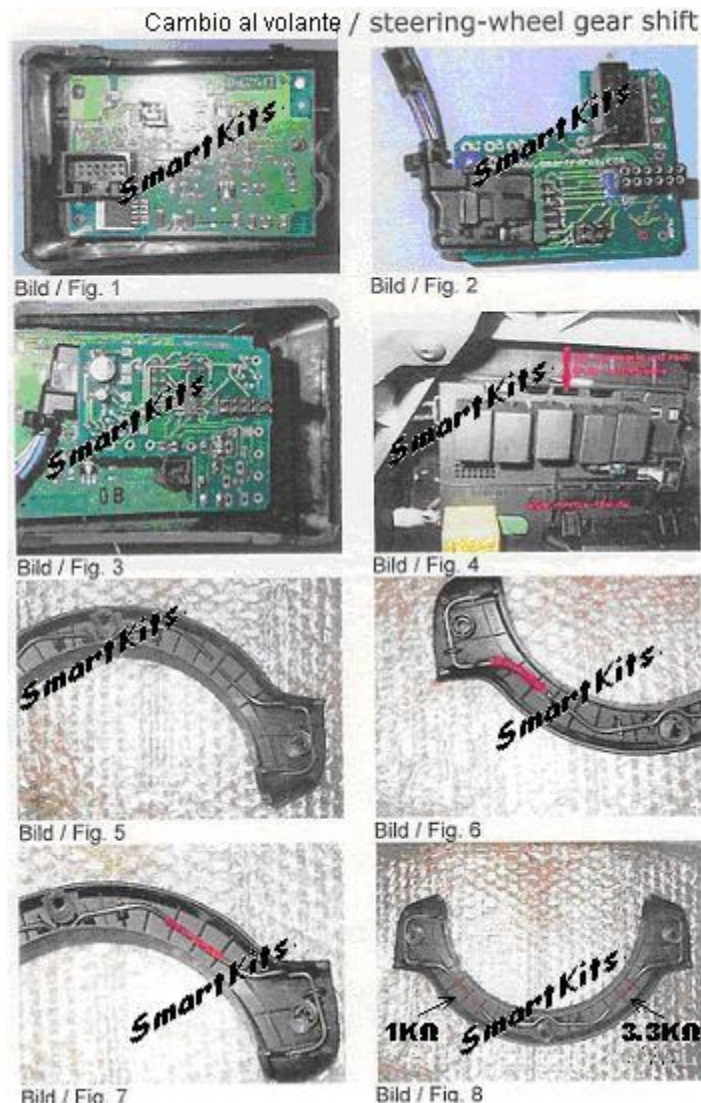
Compatibility: In Smart models from March, 2003, the brown/black cable changed in black color only. It is not connected to the fuses box, but directly to the steering. For this reason it is necessary to remove the steering cover.

General information: Before connecting the brown/black cable please verify that the gearshift works normally.

C'e' solo un modo per connettere il cavo marrone/nero. Forzare la connessione potrebbe distruggere la scheda di gestione dello sterzo. Nelle Smart uscite prima marzo 2003, il cavo marrone fuoriesce dalla scatola dei fusibili, il cavo nero e' direzionato verso la scatola dei fusibili.

Nelle Smart prodotte dopo marzo 2003 (seconda generazione) e in quelle Roadster il cavo marrone si collega allo sterzo, il cavo che proviene dalla scatola dello sterzo al clacson è di colore nero.

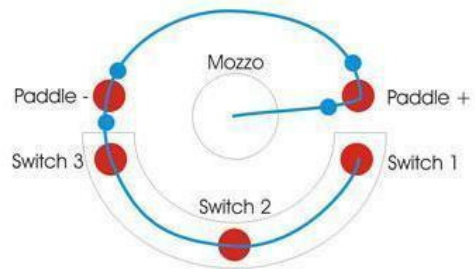
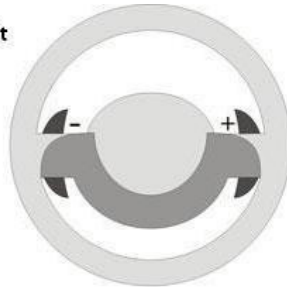
There e' only a way in order to connect the brown/black cable. Forcing the connection could destroy the management card of the steering. In the Smart produced before March, 2003 the brown cable comes out from the fuses box, while the black cable goes towards the fuses box. In the Smart cars produced after March, 2003 (second generation) and in the Roadster ones, the brown cable is connected to the steering, while the cable that comes from the steering box is black.



Modification of the Padule Circuit in the N Version

- Connect the **Paddle+** to the thread
- Connect the **Clacson button** to the 1KOhm resistance and to the **Paddle+**
- Connect the **Paddle -** to the 3,3KOhm resistance and to the 1KOhm one.

Circuito Originale / Original circuit



Circuito Modificato / Modified Circuit

