

KUHL-TEK



Wireless Horn solution for Creative Engineering (C.E.) Steering rack conversions

A DIY GUIDE

Search ebay for the following. Make sure it has a Momentary switch, and ideally 433MHz (they're usually 315MHz being listed, but the vendors can get either)



RF Wireless Electric Garage Gate
Door Remote Control

From Hong Kong

£4.99

[Buy It Now](#)

Free Postage

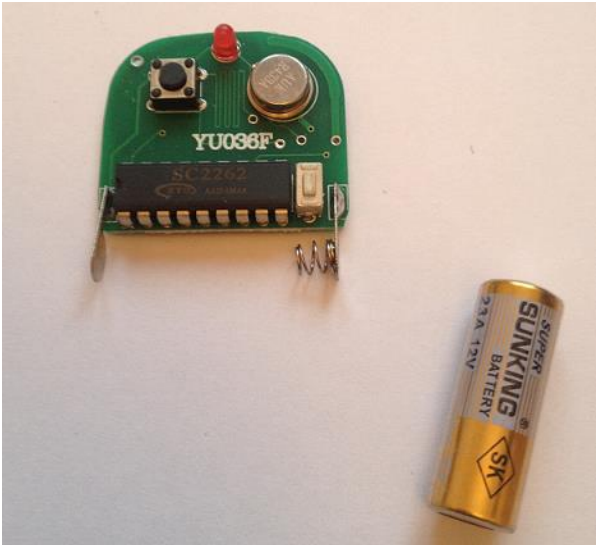
Converting the remote control, tools required:

- Soldering iron with pointed tip
- Solder
- Small screwdriver
- Wire
- Plastic screw to make peg to hold switch
- sandpaper

Remove the two small screws to open the case



Remove the Battery and PCB from the case.



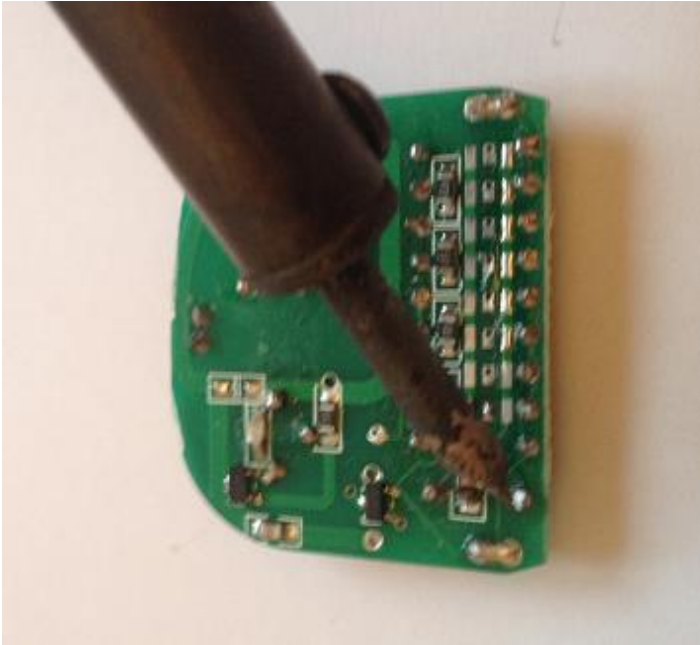
Unsolder the lugs from the battery



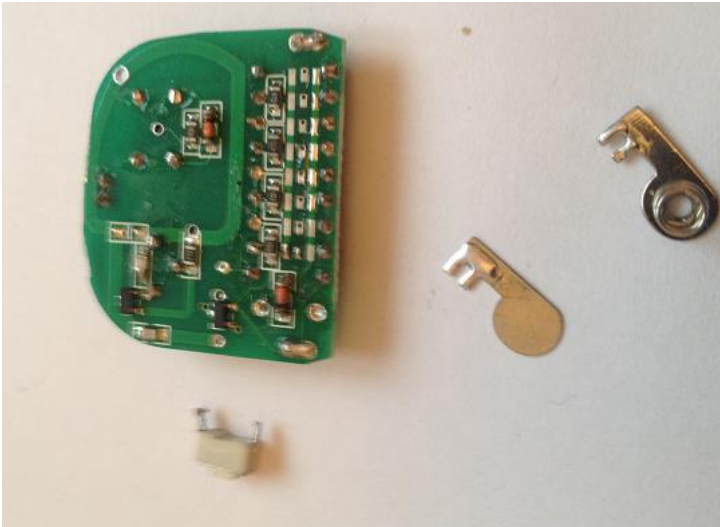
Battery lugs removed



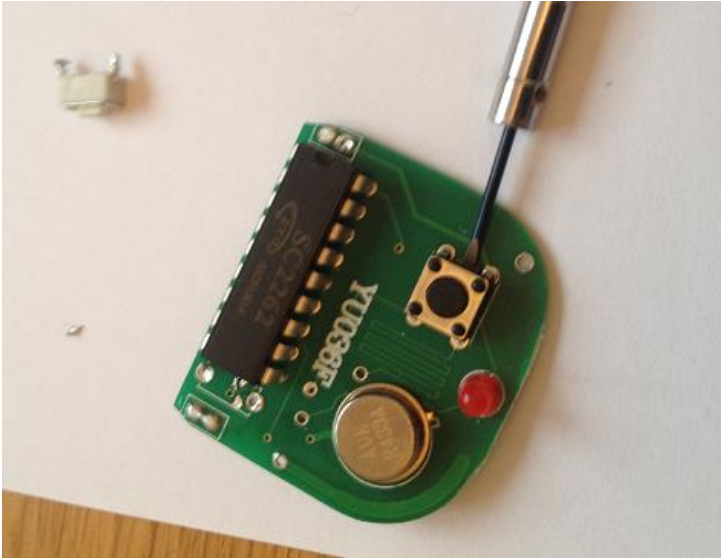
Desolder the switches, be careful not to put too much heat into the circuit.



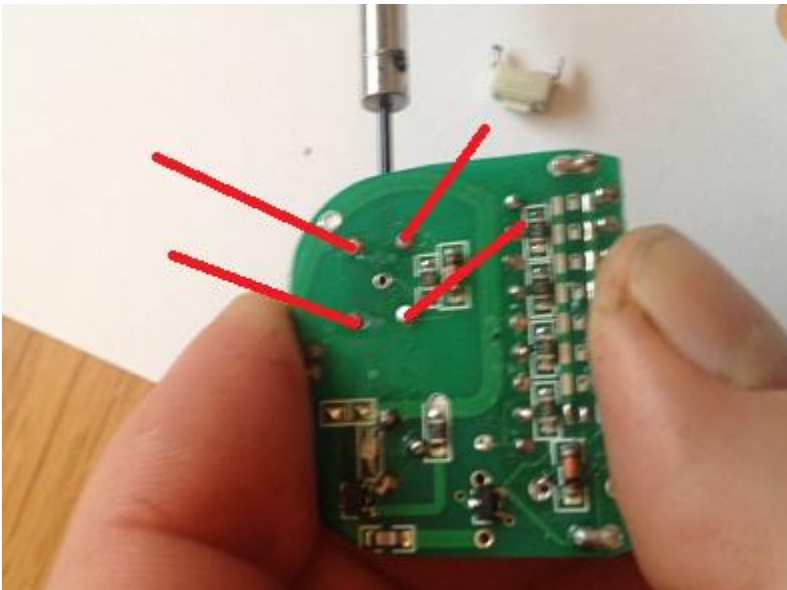
The small switch comes away quite easily dab the pins from the back while pulling on the switch



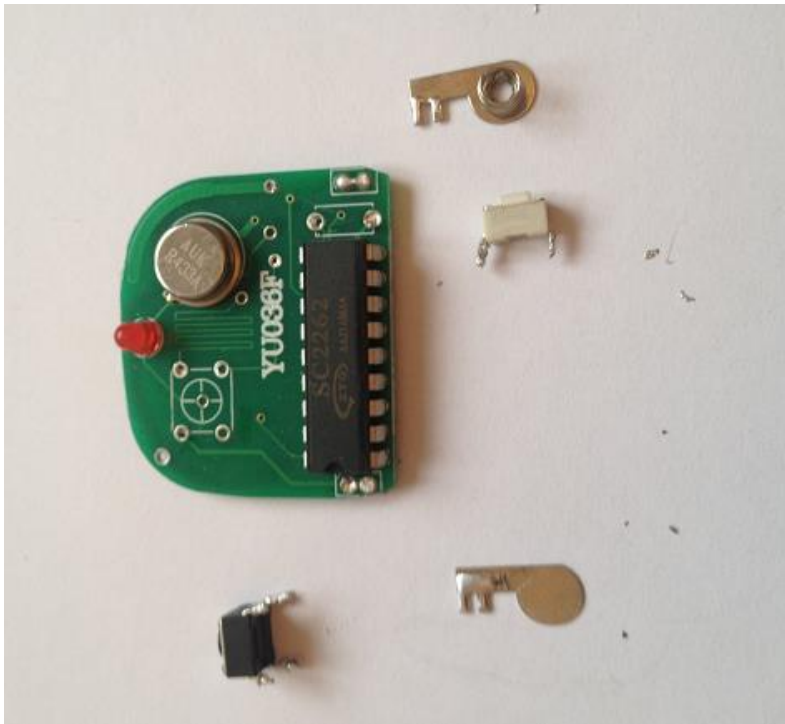
A small screwdriver between the micro switch and the PCB will help release the larger switch with the soldering iron.



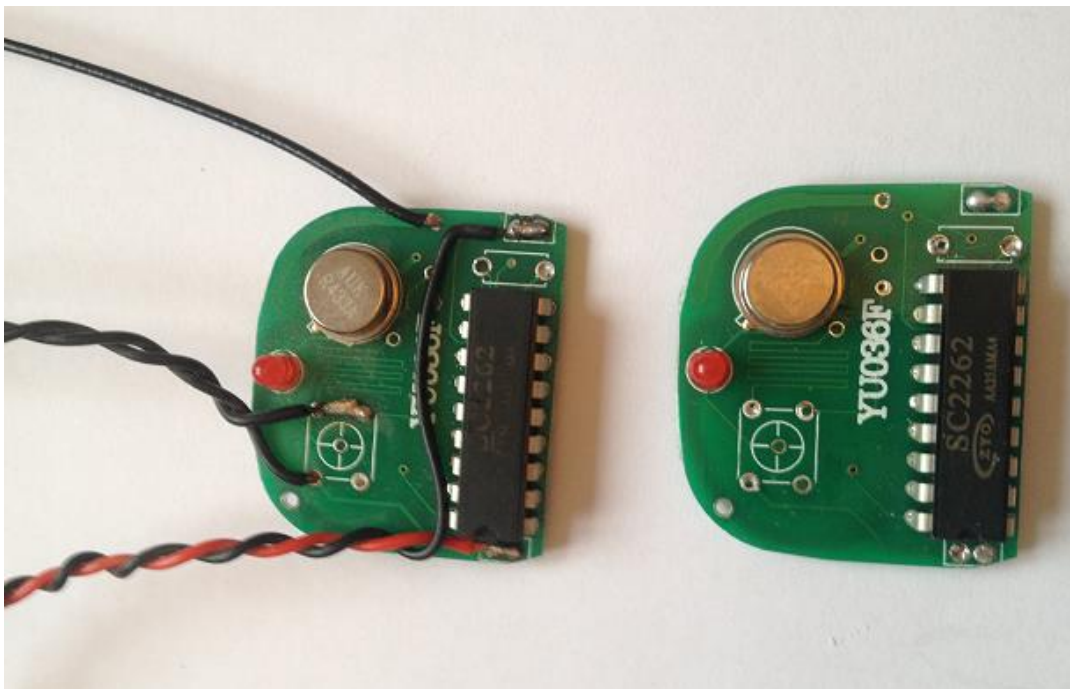
With some pressure by the screwdriver under the switch , quickly dab each of the 4 pins in turn, the switch will slowly desolder itself from the PCB. This micro switch is used later to provide the remote switch in the horn button.

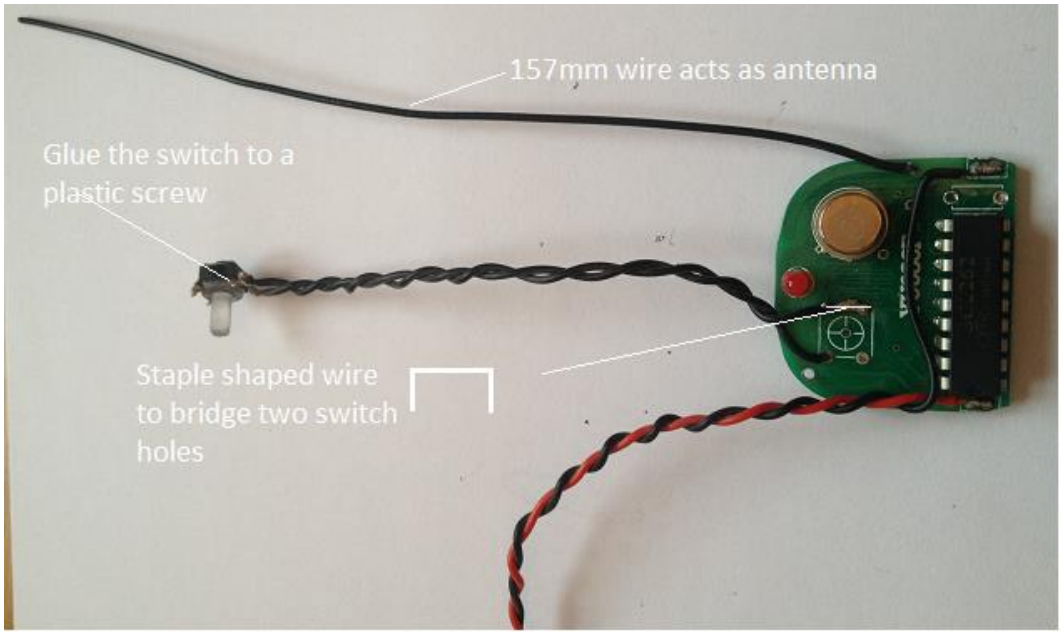


All the components removed



The bare PCB alongside one soldered up





157mm wire acts as antenna

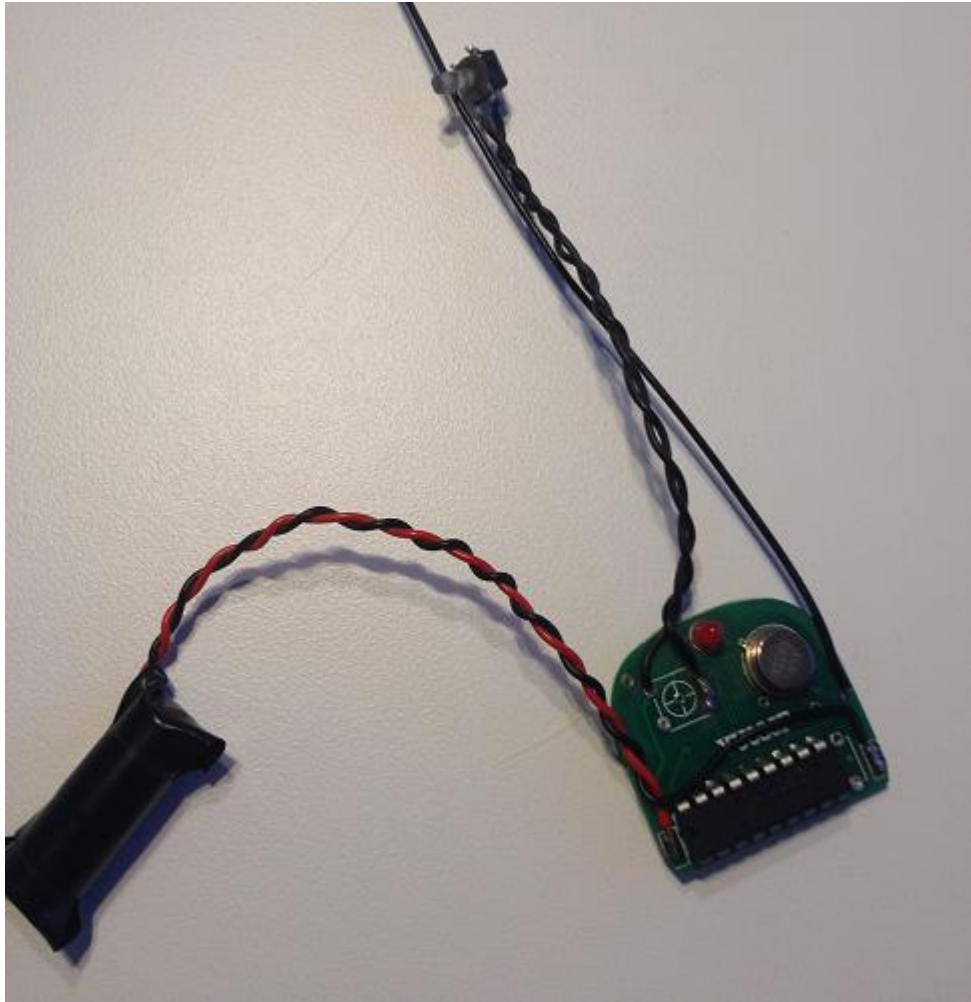
Glue the switch to a plastic screw

Staple shaped wire to bridge two switch holes

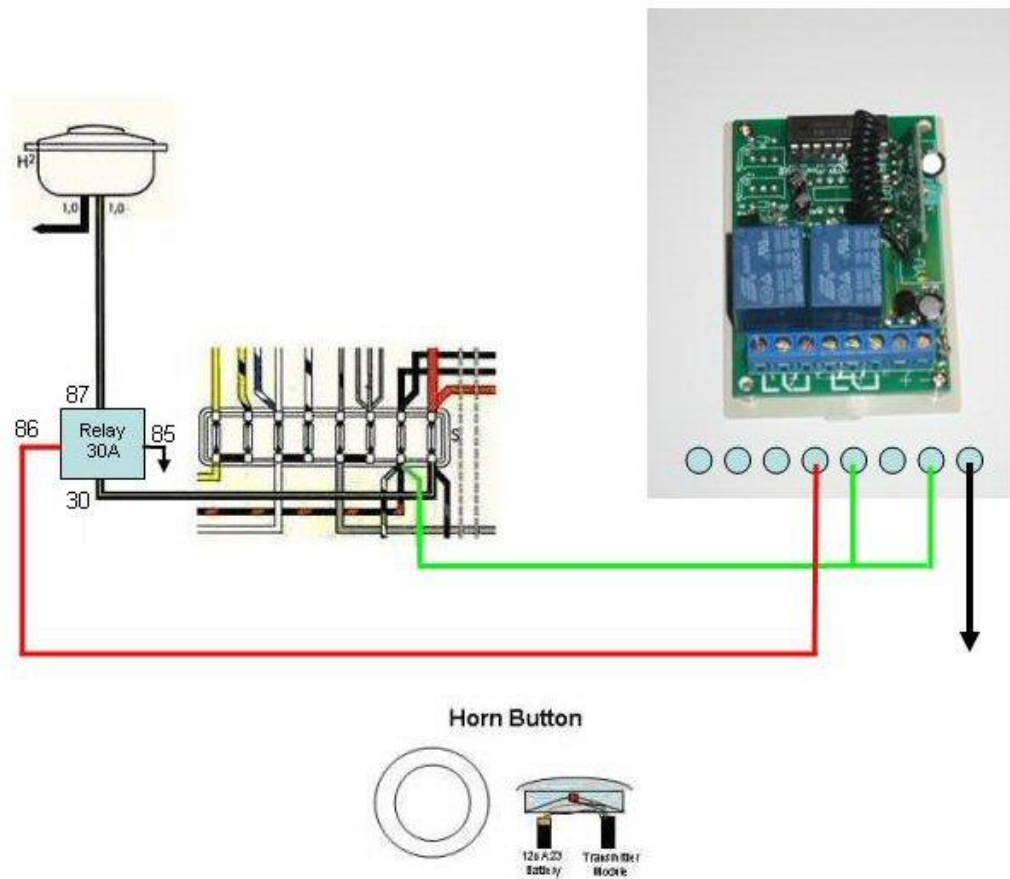
The trickiest part now, soldering to the battery. You need to be very quick to prevent damage to the battery. Lightly rough up the battery terminals with some 400s wet and dry helps the solder to take.



Insulate the Battery and PCB with insulation tape. Test the transmitter, the LED should light up when the microswitch is pressed.



Transmitter modification complete!



Receiver Installation

Items required:

12V 30A 4 pin relay,
 6.3mm blade female terminals,
 Eyelets 8mm (for ground to horn mounting bolt) and 4mm for grounding relay/receiver box, make these wires as short as possible.
 Wire as illustrated (11amp for ignition feeds, 20amp for horn feed)

Wiring in the receiver:

Relay (pin 30) feed - Black/yellow to supply fuse No8 (right most).
 Receiver power - Green to ignition fuse No.7
 Black eyelets - ground to chassis (relay pin 85 and receiver -ve)
 Horn feed - Relay (pin 87) - Black/yellow to horn +ve
 Short black lead from horn -ve to ground large eyelet (behind mounting bolt)
 Relay input - Red from Receiver (pin 4) to relay (pin 86)

Note: It will be easier to feed the Black/Yellow lead up through the front valance close to the horn location, then fit the connector, and attach to the relay (pin 87)

Straighten out the antenna wire (if necessary and cut to 157mm)

Locate the relay down below the left hand headlamp bowl. The metal of the bodywork helps to shield the interference created by the horn. Locate the receiver on the parcel shelf near the centre.

Once connected, switch ignition on, the power LED will illuminate.

Horn button transmitter installation



Carefully ease off the three tabs on the metal ring.



Push the securing ring through.



Strip down and discard the brass contact plate as this will restrict the transmitter signal.



Feed the switch through one of the slots, and sit it in the original wire location, secure in place with the locking screw. Reassemble the horn push leaving the brass plate off.



Offer the transmitter circuit into the large slot in the steering wheel, and the battery into one of the smaller ones.



Push the horn into place, it may be necessary to line up the battery with one of the slots in the horn button.



Kuhl-Tek tests each unit to function from within a stock steering wheel. Several customers have successfully installed in billet alloy horn buttons, but from experience the signal strength is greatly affected.

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