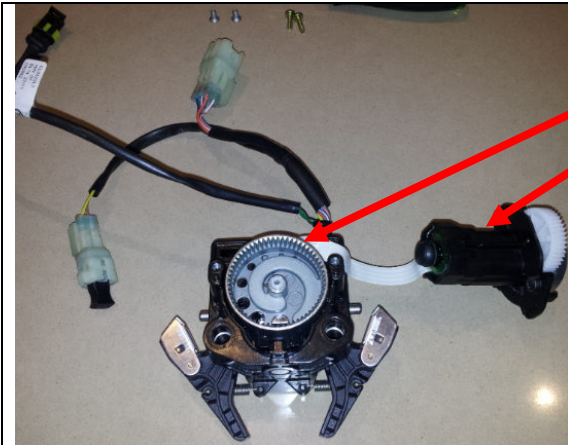


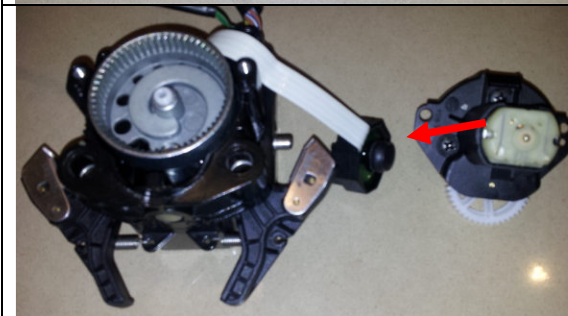
Inside the HFKU

	<p>The magical HFKU</p> <p>Note the two 'buttons' on either side.</p> <p>These work as one ! As you push one in, the other comes out.</p> <p>But they are not connected. In fact there must be another piece between them.</p>
	<p>OK here we go ...</p> <p>Big rubber boot removed (two screws)</p>
	<p>The top housing removed (two more screws)</p> <p>And a pin that has to be pushed through to release (You can get this one back).</p>

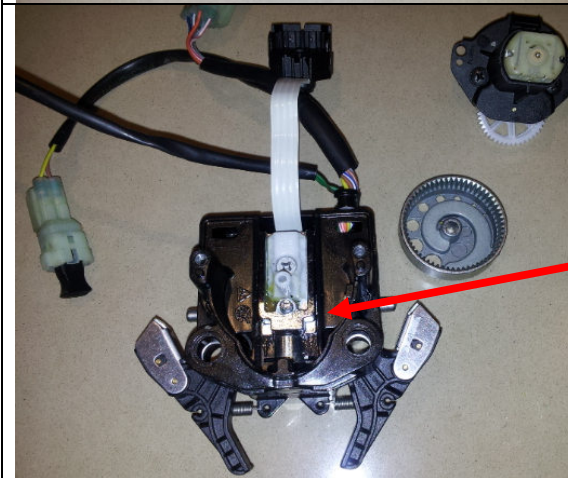


The electric motor and gears just pull straight up and out.

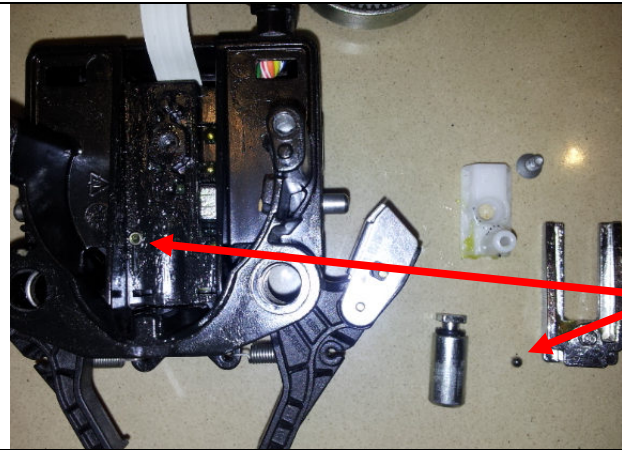
Revealing the main gear.
(Note the spiral track that extends and retracts the lockingpin).



The motor simply unplugs from the main unit.



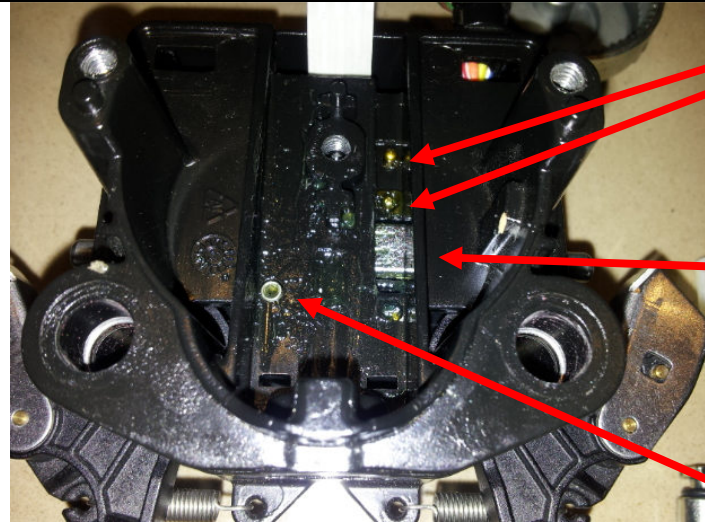
The main gear just lifts out to reveal the locking pin and slide carrier.



Remove the screw and 'lift' the white plastic bit off.

Now the metal pin carrier can be pulled straight up and out. (It slides up 'off' the pin itself)

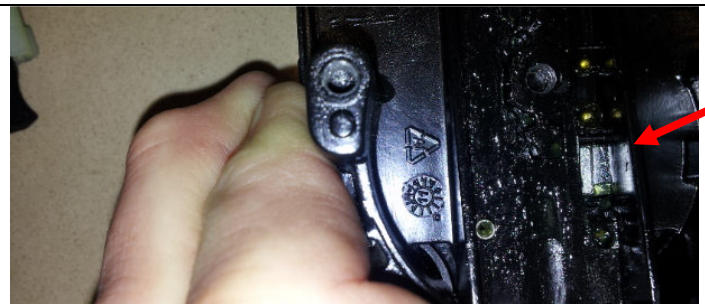
Underneath is a small ball bearing located in a spring/hole. (Don't lose either of these). Mostly it's all held together with grease !!



Don't loose these. These are 'pistons' that are actuated by ramps on the slide, and in turn actuate two micro switches in the CCT board. These are the limit switches for the PIN extension and retraction.

This is the piece 'between' the two steering lock buttons on the sides of the unit. It functions to provide indication of full lock applied as well as 'trapping' the pin slide to stop deployment if not at full lock. (A safety feature perhaps?)

Closer shot of the spring/hole for the 1st ball bearing (yes there is another later)

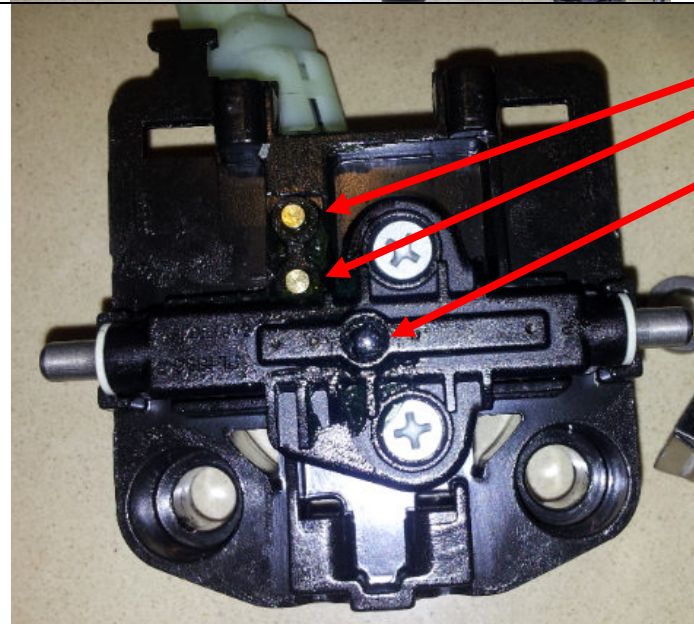


If you squeeze a steering lock button all the way in then you see this slide through to open a path for the locking pin slide.



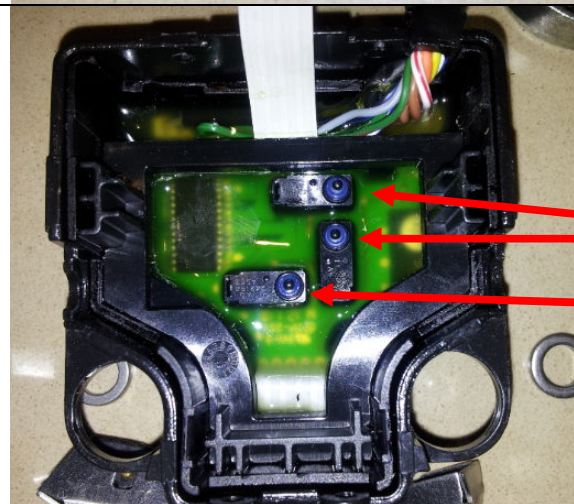
4 more pins to bash in ...
(Not sure you can get these back ...)

Removing this layer and turning it over reveals another ball bearing. This one is forced 'down' when at full lock in either direction. This actuates the 'I'm at full lock' micro switch !



You can also see the bottom of the two limit switch pistons !

Don't lose the ball bearing, it's only held in place by grease.



On the the cct board itself ...
(OK ... So I accidentally let the smoke out of mine, hence this disassembly!)

Check out the nifty microswitches !

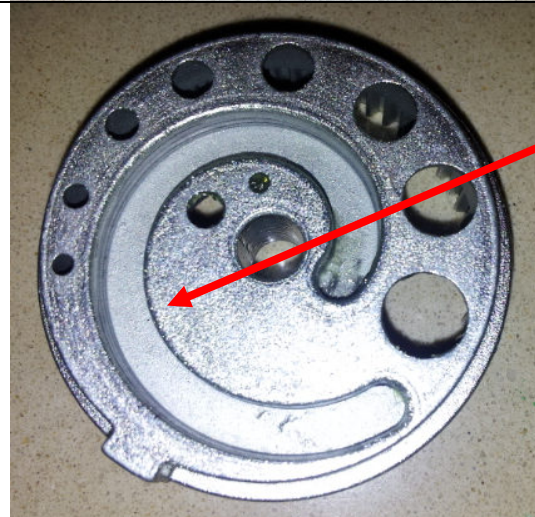
2 limit switches

1 'at full lock' switch

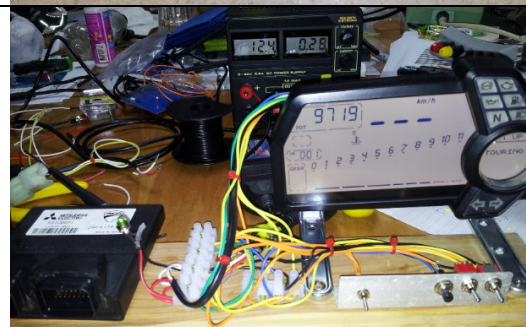
ATMO the cct. itself is still a mystery.



Here's a better view of the ramps that activate the limit switches



Neat ! A bit like a cam that works in both directions. No wimpy spring action here !



Note to self...
Keep the smoke inside these puppies !