

Modifying the Astra H flip key for the Astra G

Tools required:

- Astra H flip key
- Sharp knife (cutter or scalpel)
- Hacksaw
- File
- Sandpaper (320 or even finer)
- Dremel or similar
- Soldering iron and tin
- Thin wire
- Glue gun
- Two-component glue
- Superglue
- Knife
- Hammer
- Diagonal cutters
- Tape measure



Dismantling the flip key: With the Astra H flip key, only the battery cover and the key bit can be removed (see Figure 1 below). The entire casing is welded together and has to be cut open. I used a scalpel for this. The sections of the casing can then be separated from one another (see Figures 2 and 3). The flip key casing needs to be cut down to enable the circuit board from the Astra G to fit into it (see Figure 4). The red lines show the area to be milled out, the blue arrows indicate the plastic pegs to be removed and the yellow circles show the buttons to be shortened (preferably with a Dremel).



Figure 1



Figure 2



Figure 3

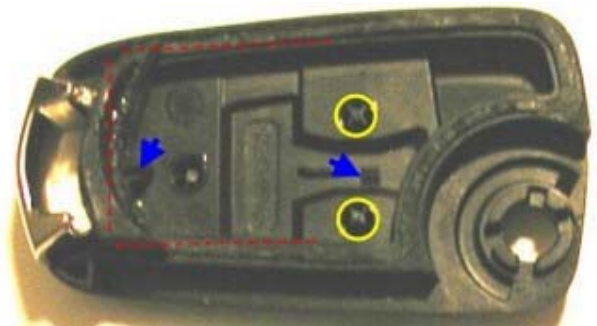


Figure 4

Dismantling the Astra G key:

To remove the circuit board from the key, dismantle the key as if you were changing a battery. The buttons and the battery holder need to be unsoldered from the circuit board to enable the circuit board to fit into the flip key casing and allow the buttons to be operated (see Figure 6). I also sanded down all the edges of the circuit board (make sure you don't damage any of the strip conductors when doing so).



Figure 5



Figure 6

You can now measure up for the first time as shown in Figure 7. I soldered the buttons to the circuit board with wires (the wire should be as thin as possible). For the negative pole of the battery I used the contact from the old key, and for the positive pole I used the contact from the flip key. This allows the battery to be changed easily. In this modification I disregarded the LED. It still works as it did before modification, but it's now concealed. So that the buttons could also be used, I filled the area between the buttons and the top cover using the glue gun and glued in the transponder (important as the car won't start otherwise). Once functioning of the transmitter has been checked, the flip mechanism can be positioned and the two halves of the casing glued together – I used a two-component glue for this.



Figure 7



Figure 8



Figure 9

Finally, the key bit needs to be modified. As the bit from the G-Astra is totally different, I decided on an "easy" solution here. The dimensions for the flip recess are shown in Figure 10. Figures 11 and 12 show the modified bit compared to the bit from the H-Astra. Ensure that not too much is removed here (better to test frequently so that the bit also sits firmly at the end). Once everything fits, the bit can be positioned and fixed with the split pin.

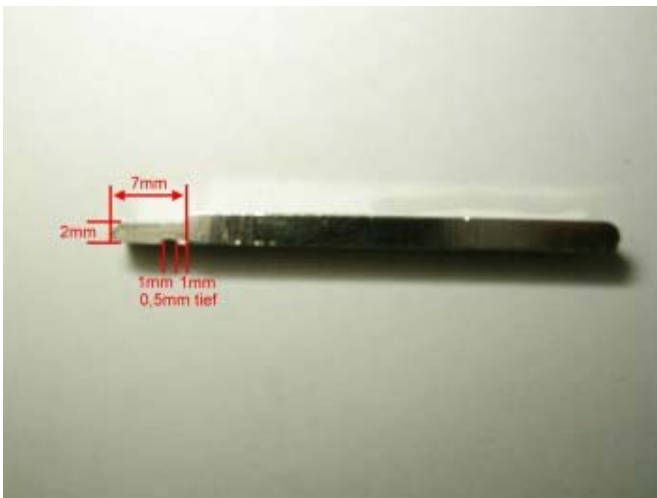


Figure 10



Figure 11



Figure 12

As you can see in the two figures above, the bit is wider and space needs to be created in the casing. I used the Dremel for this again. Here too, make sure you don't remove too much; it's better to check frequently. If the key flips open and shut smoothly, the modification has been successfully completed!!!



Figure 13



Figure 14



Figure 15



Figure 16

Have fun with the modification.