

Cluster Relocation Instructions

1) Tools and materials required...

¼ Drive Ratchet
10mm Socket
8mm socket
1/4" Socket
5mm Allen

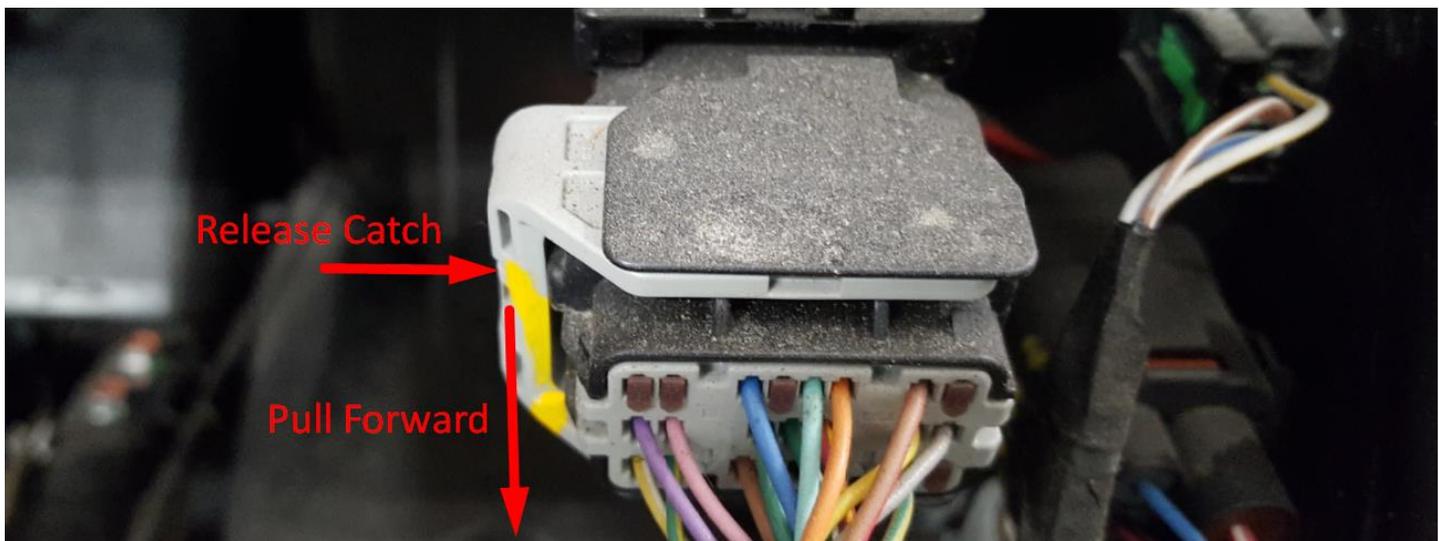
Phillips Screwdriver
1/4 Drive Phillips Bit
Solder Iron or Gun
Small, sharp Pick
Drill and 1/4" Bit

Electrical Tape
Solder

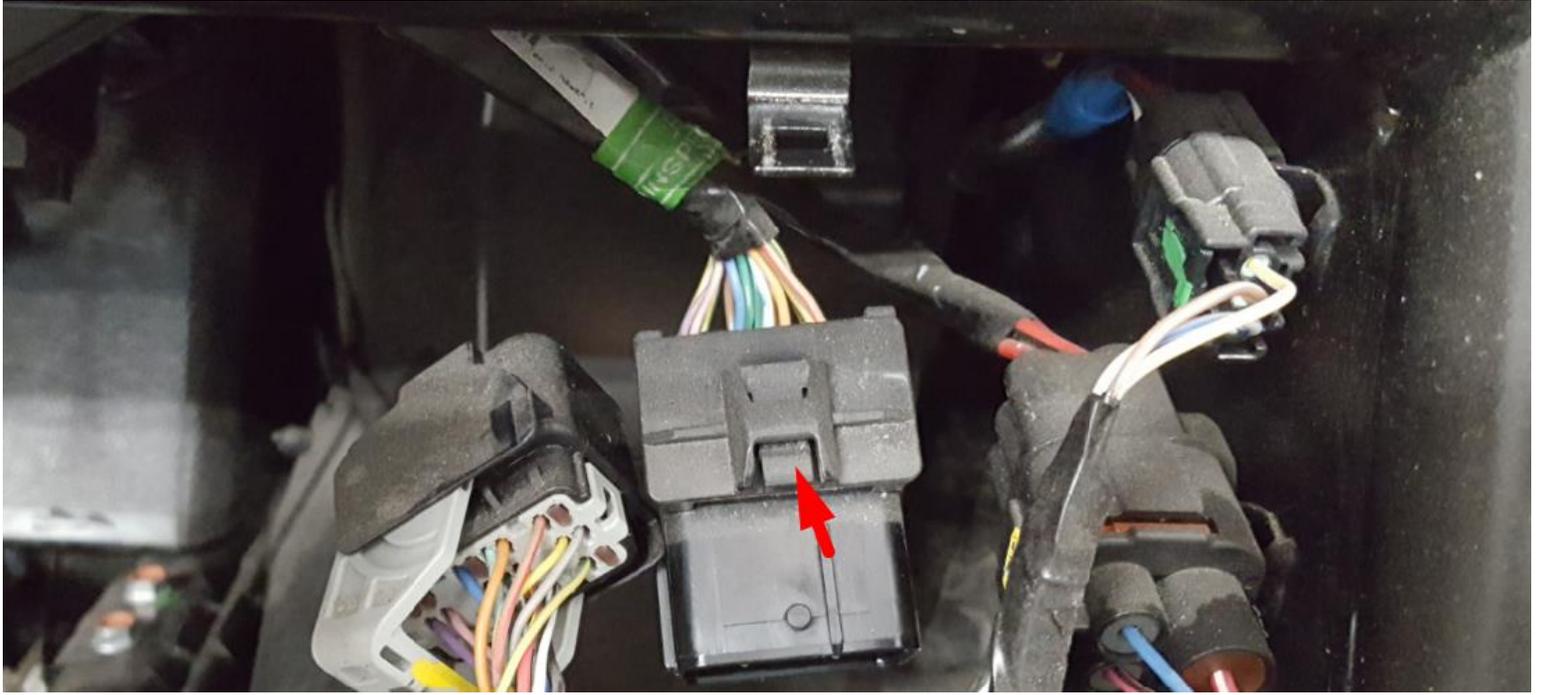
1) Make sure the ignition is off and DISCONNECT THE BATTERY. Remove Hood and Cowl. There are 4 X 10mm head screws, 5 X 5mm allen screws and 4 Push Pins. You will need to pull the rubber flap over the tabs. If you have a windshield, you will need to remove it before removing the Cowl...



2) Unplug the dash harness (just to the passenger side of the steering column support). There is a small catch clip on the back side and then pull the lever forward...



3) Disconnect the harness from frame. Push clip and pull plug forward...



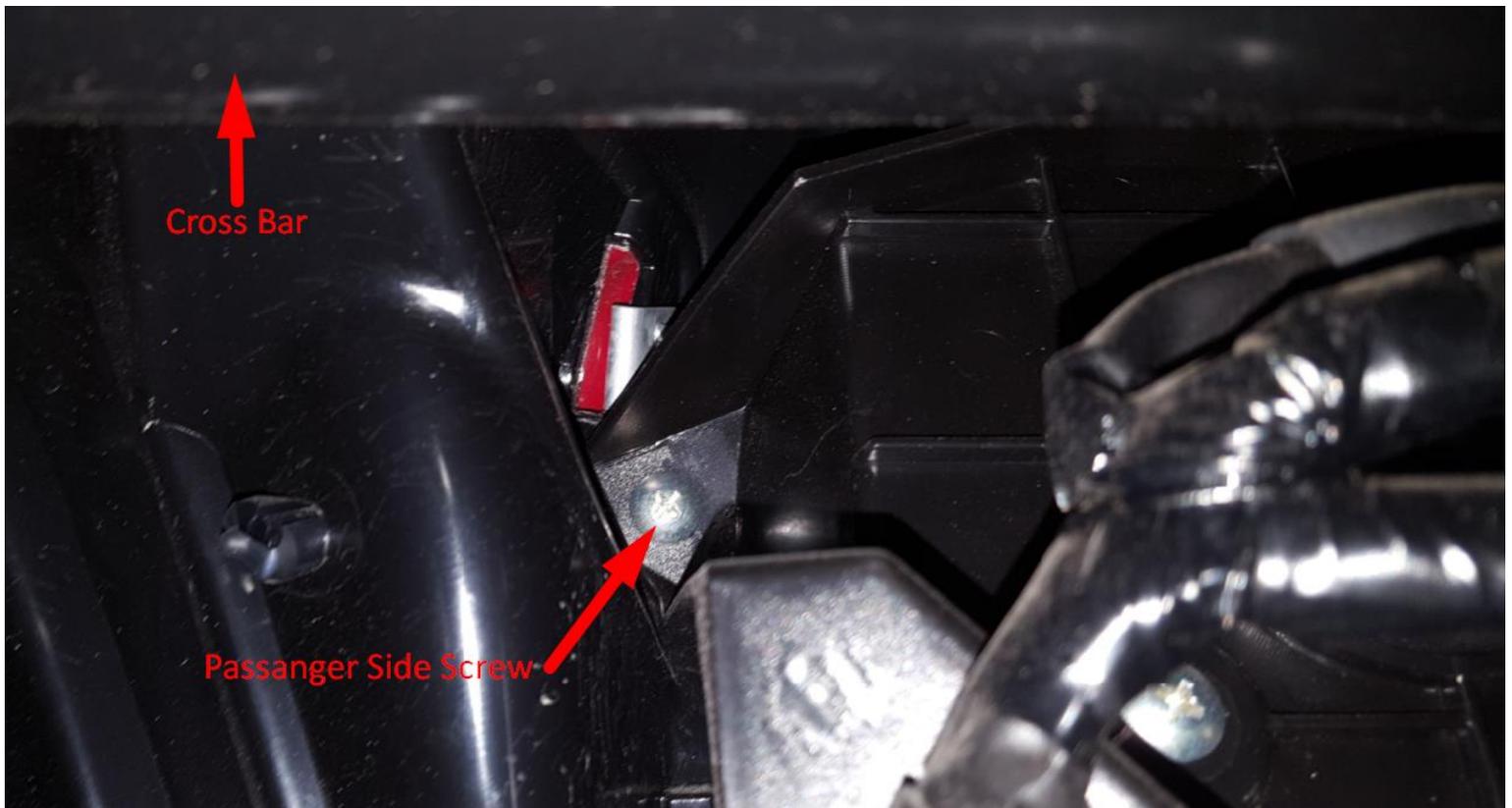
4) Pull gray hanger and unplug the 4 remaining plugs...

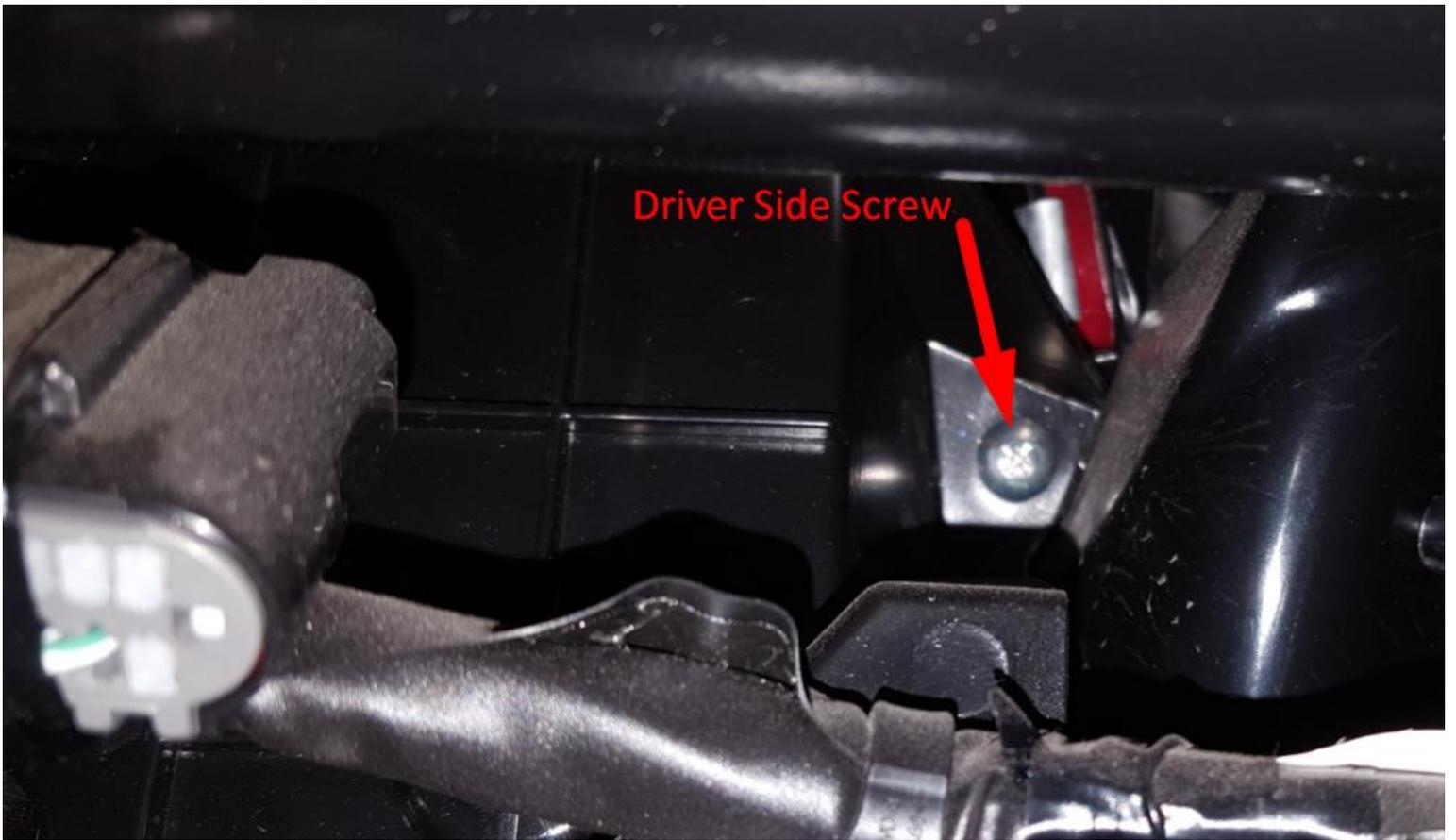


4a) IF you have a Live Valve model, there is one more wire loom clip to release and one more connector to remove just above the steering column...

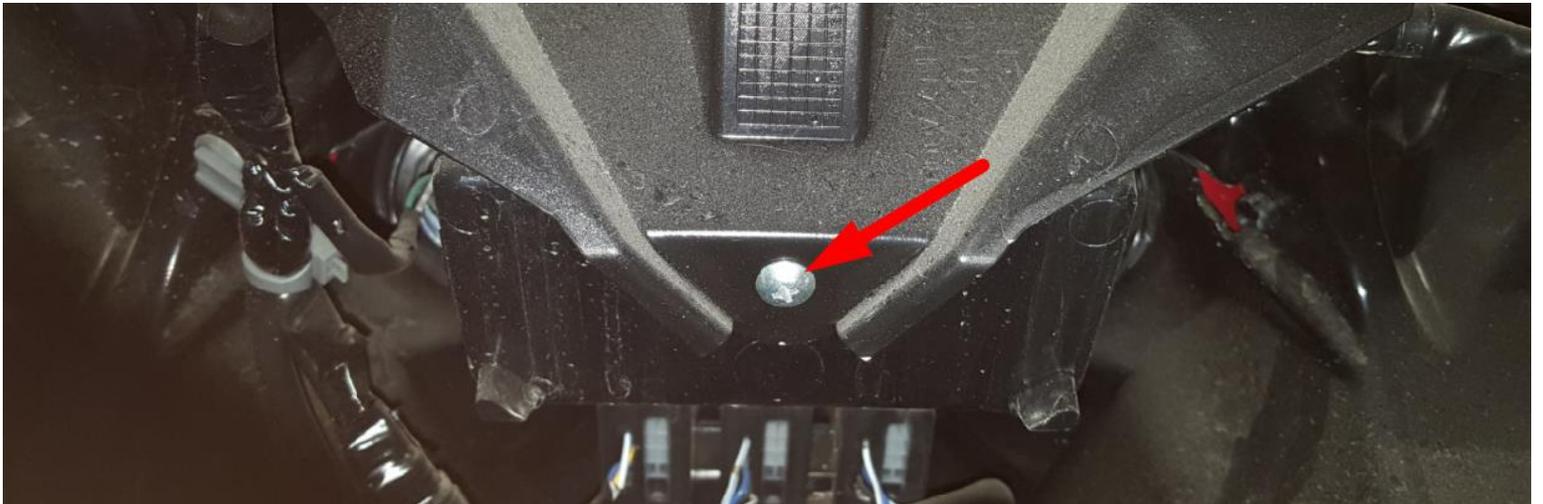


5) Remove the left and right screws holding the cluster first. They are way up under the dash, but you can get to them with a normal Phillips Screwdriver. Approach the screws from UNDER the cross bar...

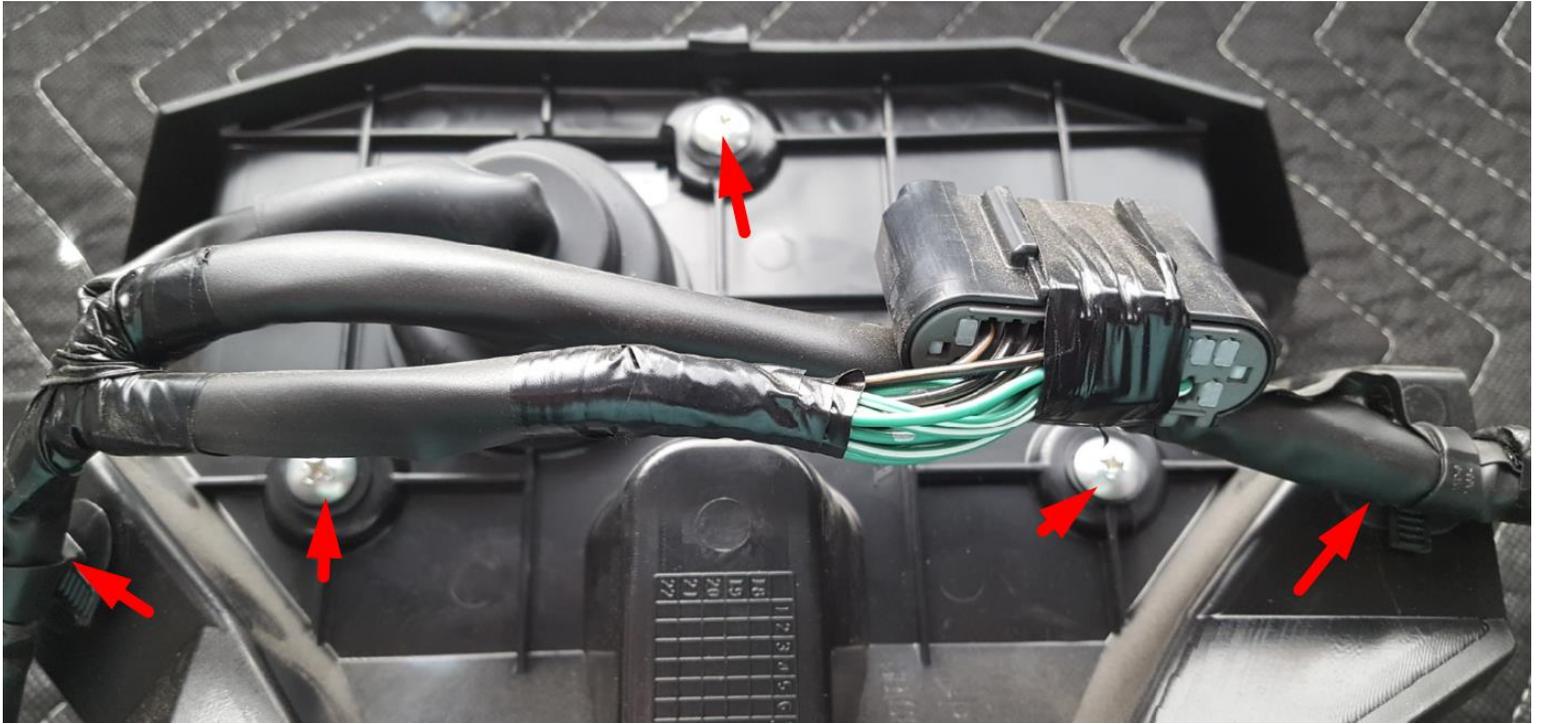




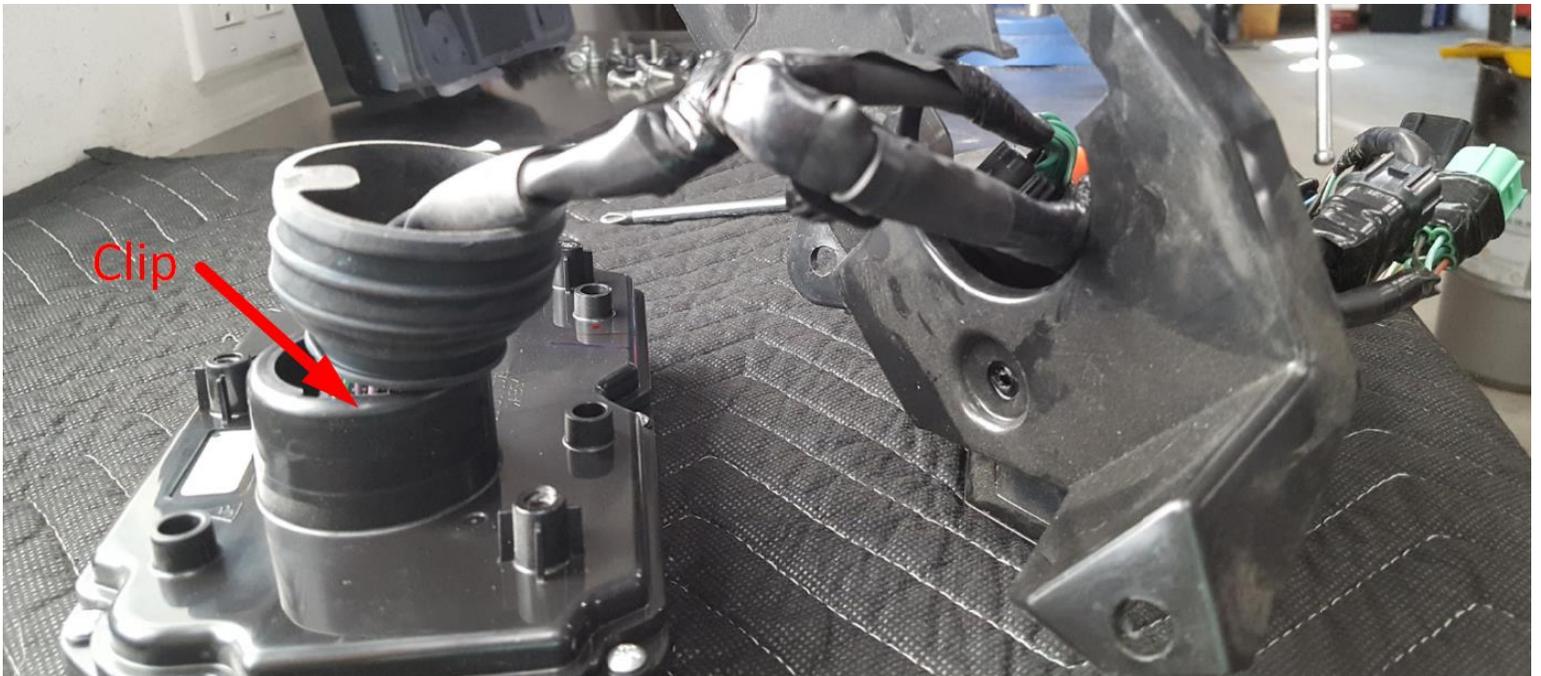
6) Now remove the bottom screw. Hold on to the cluster when removing the last screw...



7) Pull it out with the wire harness attached and lay it on the bench. Unclip the wires looms and remove the 3 screws holding the cluster...



8) Separate the cluster from the bracket, fold/pull the wires through and "peel" the boot back and press the clip to release the plug from the cluster...



9) Take the harness out of the bracket. Remove the black wire loom clip (you may cut this off, it will not be reused), tape and wire loom wrap towards the main plug. The wrap is simply peeled apart. Save the wrap as you will reuse it later...

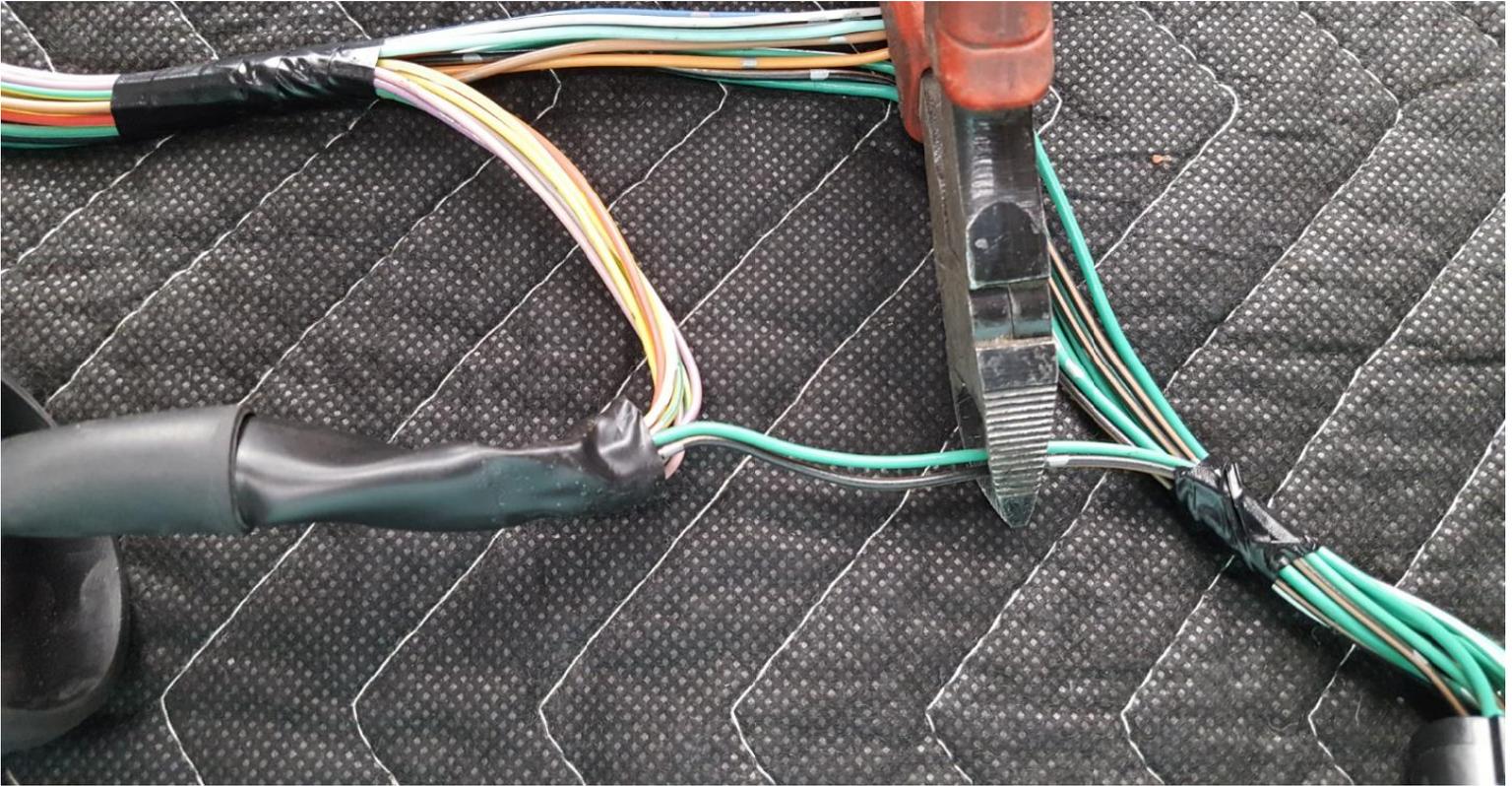


9a) NOTE, if you have a Live Valve model, there will be another small harness. You will not need to do anything with this harness except reroute it from the driver side to the middle.

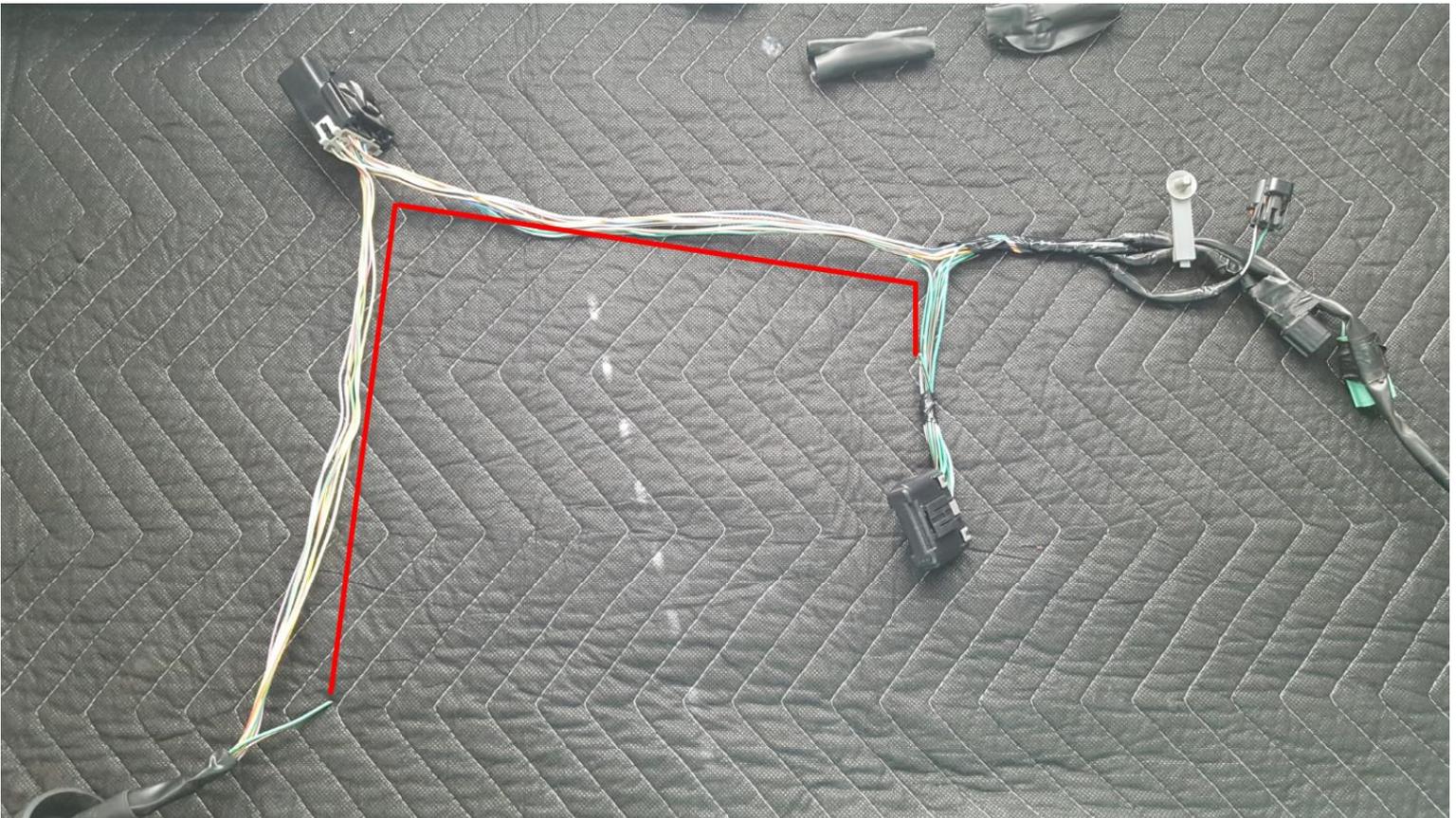
10) Remove the other black wire loom clip (you may cut this off, it will not be reused), more tape, 3 more wraps and even more tape until the wires to the left of the gray hanger are exposed like this...



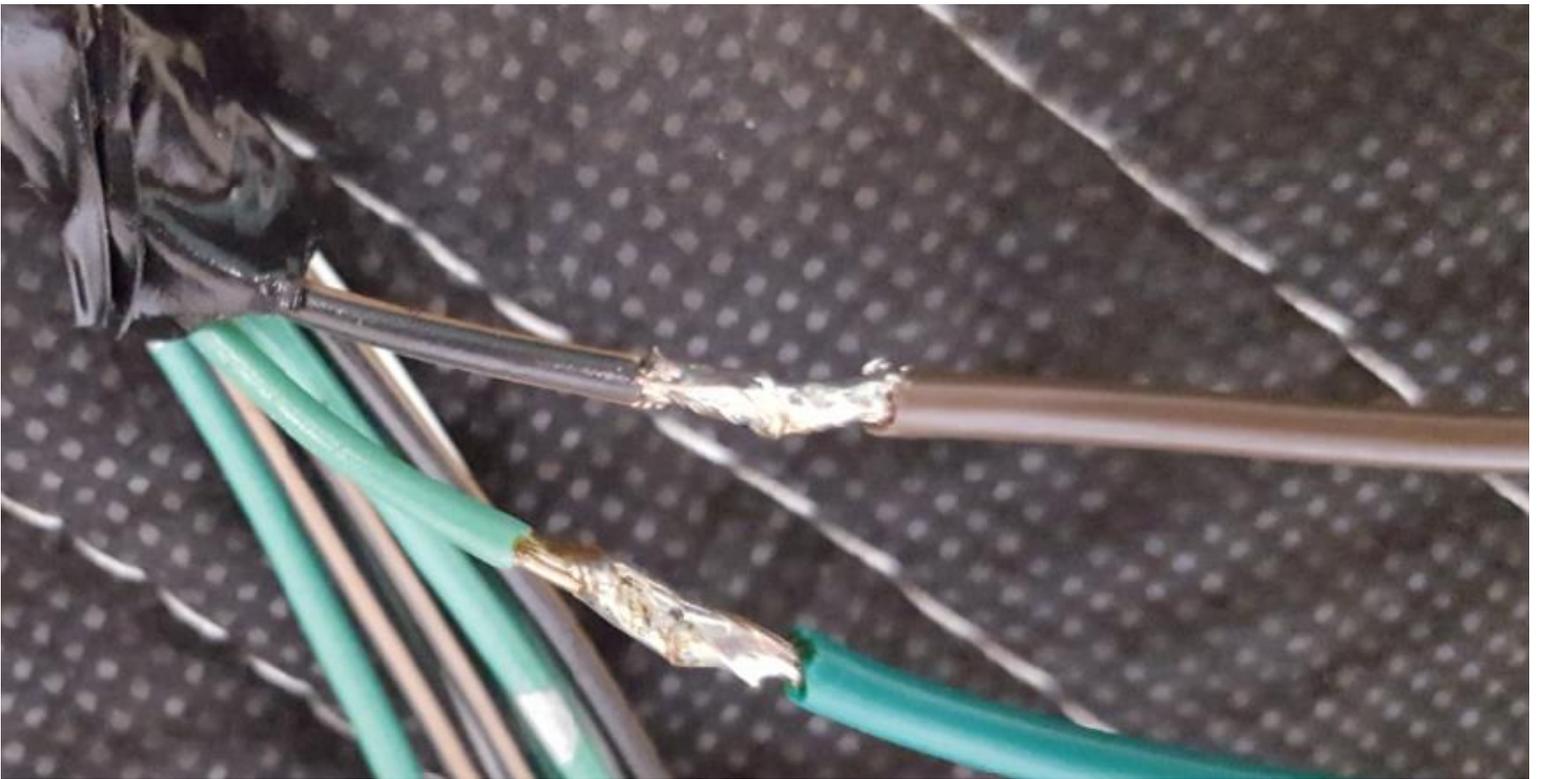
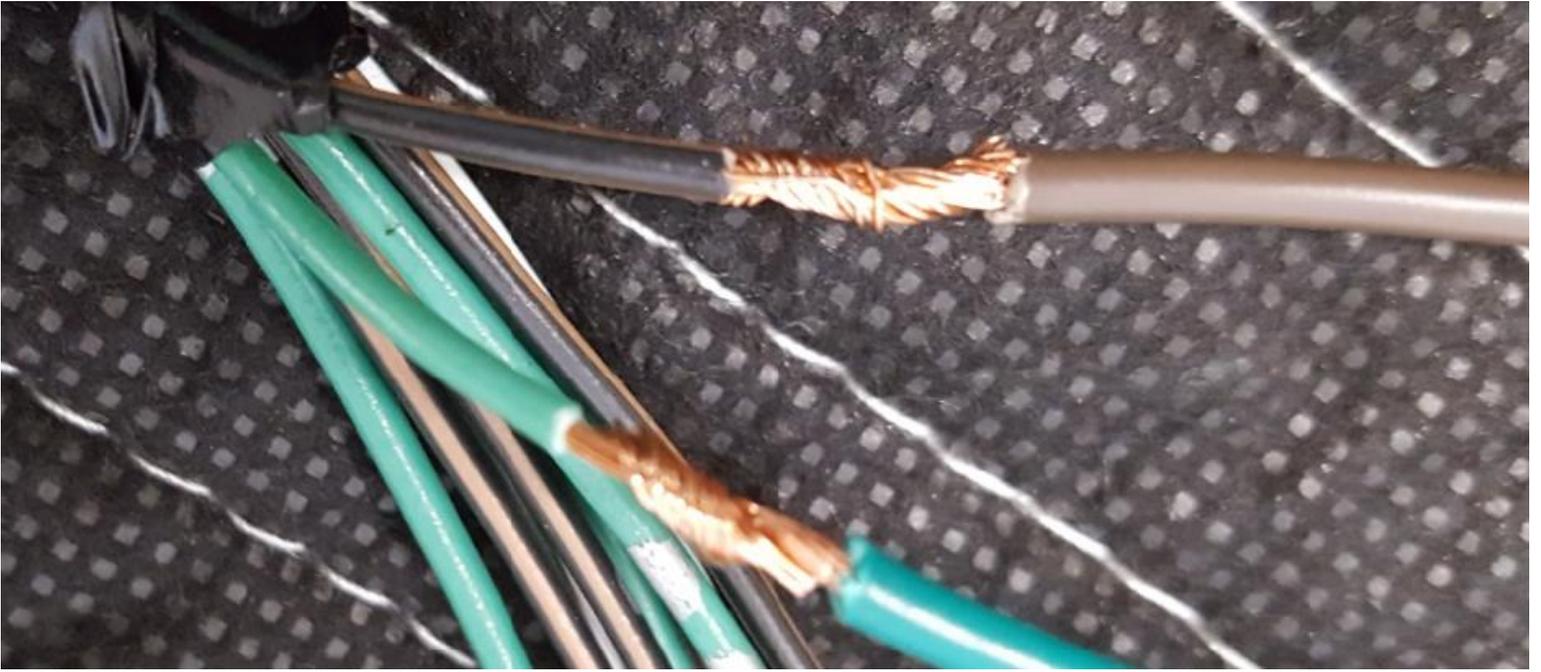
11) Pull the cluster plug away from the power/ground block and cut the 2 wires that are short. There will be one Black/Brown and one Green wire...



12) Remove the rest of the tape and pull the cluster harness over so it is fully extended away from the plug. You will be using some added wire (red lines) to extend the 2 cut wires...



13) Strip about 1/2" wire and using the supplied wire and marine heat shrink, butt wrap, solder and heat shrink to connect the joints. NO NOT mix up these wires, the Black/Brown is Ignition+, and the Green is Ground...

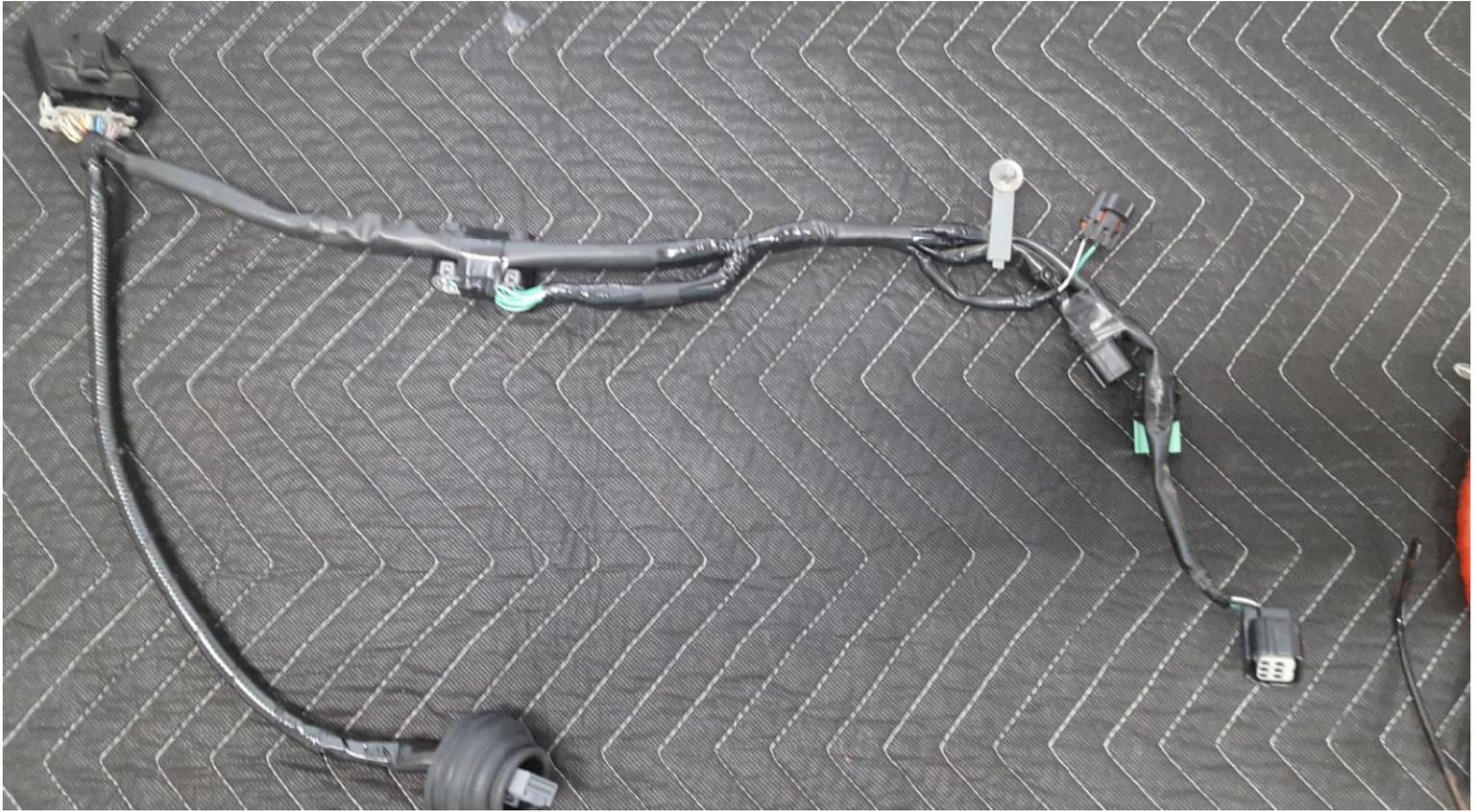




14) Route the wires through the harness, cut to length and repeat the splice on the other end. Rewrap the tape in the corners and in the middle to hold the harness together so you can rewrap it. (NOTE, if you have a Live Valve model, there will be another small harness. You will not need to do anything with this harness except reroute it from the driver side to the middle) ...



15) Reinstall the removed wrap and put supplied wire loom on the newly exposed part of the harness. Tape all the overlaps and tape the power/ground block to the harness. Your finished harness should now look like this...



16) Reinstall the harness into the machine and connect the main connector, the other 4 connectors near the middle of the dash and reinstall the gray hanger. Using the supplied wire ties, tie the wire harness to the cross bar to keep the power/ground block from rattling.

16a) Take the newly created cluster connection and route it over the steering column support and through the rubber flaps. Push about 8 inches through the flaps (do not wire tie it anywhere at this point). It helps to tilt the column all the way down.



17) Remove the Allen head screw from the top of the steering column (do not remove the plastics)...



18) Feed the rubber boot and plug through the hole in the cluster mount. It helps to feed it through sideways like this...



19) Place the cluster mount on the column and line up the hole. Place the supplied small head 6mm bolt in the hole, make sure to keep the cluster mount straight and tighten the bolt to 7 ft lbs (84 in lbs). Connect the Cluster and “roll” the boot back over the cluster...



20) Install the Cluster and use a 1/4 drive Phillips bit, 1/4" socket and 1/4 drive ratchet to install the screws...



21) Using a supplied wire tie, tie the harness to the steering column just behind the rubber flaps. (I was not able to get a usable photo for this step)

22) Cut out the supplied template and place it in the dash, lining up the upper corners. Use a sharp pick and punch pilot holes into the dash...



23) Fold the template and place it in the cubby hole. Use a sharp pick and punch a pilot hole into the top side of the cubby hole...



24) Drill all 3 holes with a 1/4" drill bit. Install the faceplate using the 2 shorter black screws provided and tighten. Use the longer black screw provided and install the bottom screw. It helps to use the 1/4 drive Phillips bit, 1/4" socket and 1/4 drive ratchet to install the bottom screw.



25) Install any plugs provided and/or your switches. Your finished installation should look like this...



26) Reconnect the battery and test the Console.