

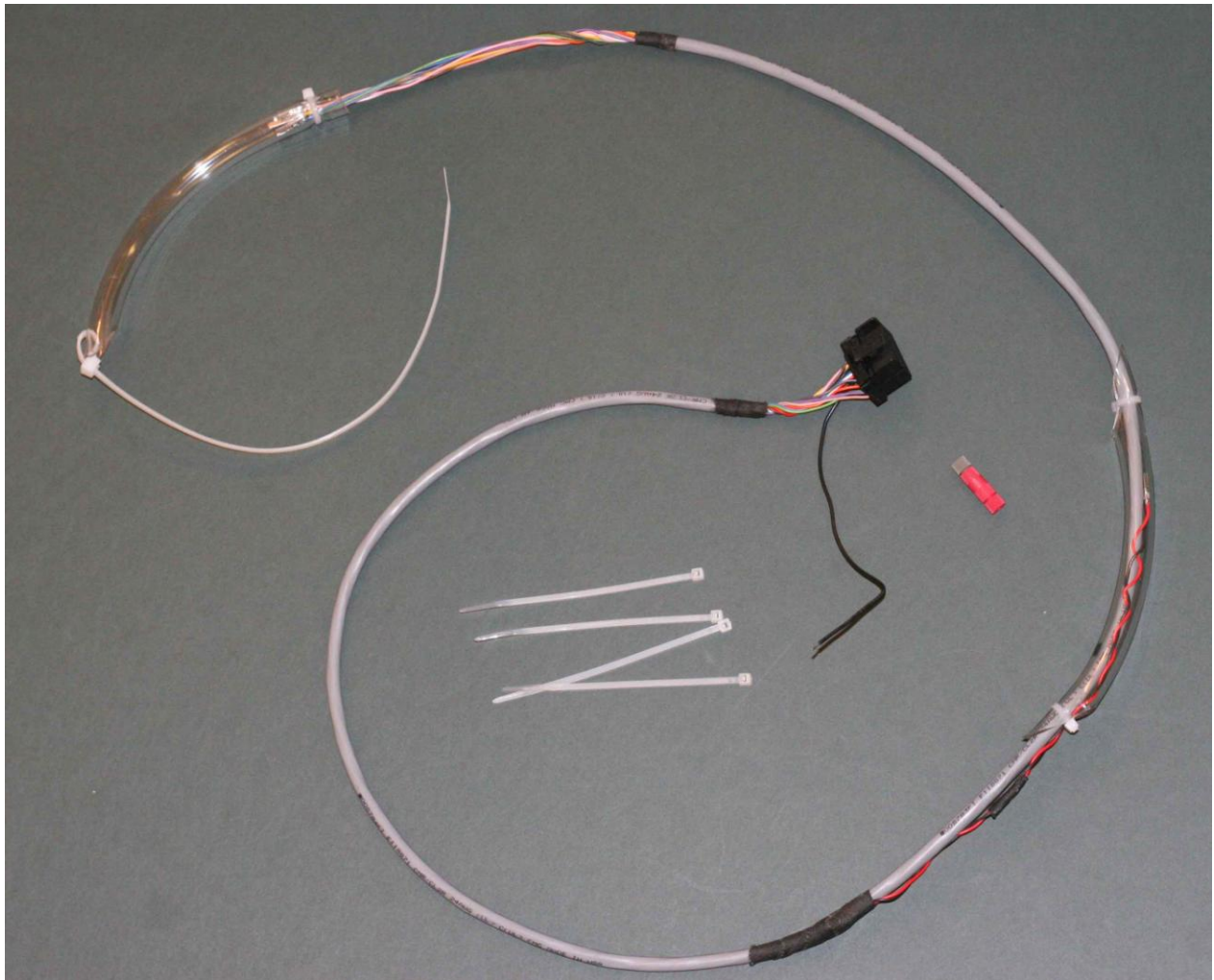
Right Hand Drive

XK8 / XKR Navigation to Triple Gauge Cluster Conversion Harness Kit

Instructions

Kit Contents:

- 1 - Gauge Cluster Wiring Harness
- 1 - Posi-Tap connector
- 4- 4" Tie-Wraps
- 1- Cable pulling tool (shipped pre-applied to wiring harness)

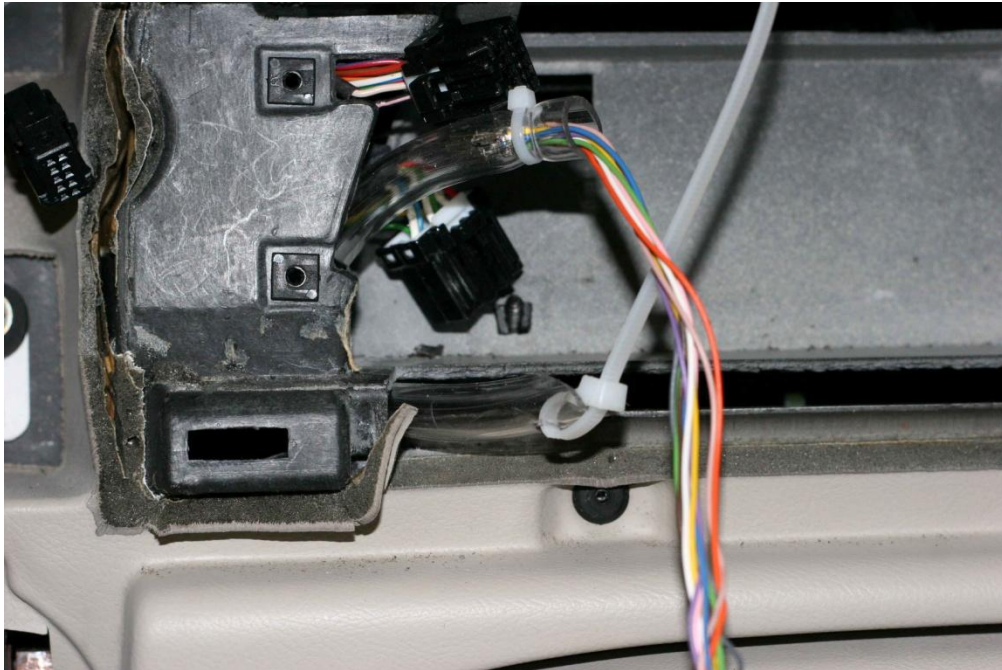


Procedure:

1. Obtain a new or used gauge triple gauge cluster and the gauge cluster wood panel trim.
2. Disconnect the battery.
3. Remove the main (speedometer) gauge cluster wood paneling. See http://www.youtube.com/watch?v=Af3YRj60Yro&feature=mfu_in_order&list=UL
4. Remove the navigation trim panel. See http://www.youtube.com/watch?v=H8AdOTMYfmY&feature=mfu_in_order&list=UL
5. Remove the 4 screws securing the navigation monitor and unplug the 2 connectors at the navigation monitor. These connectors are removed by depressing the tab and pulling.
6. Thread the nylon tab from the cable pulling tool into the cable opening for the navigation connectors and fish it around into the gap under the navigation/triple gauge mounting tray. You may need to pre-bend the nylon tab to make this work and it may take a few tries to thread it through.



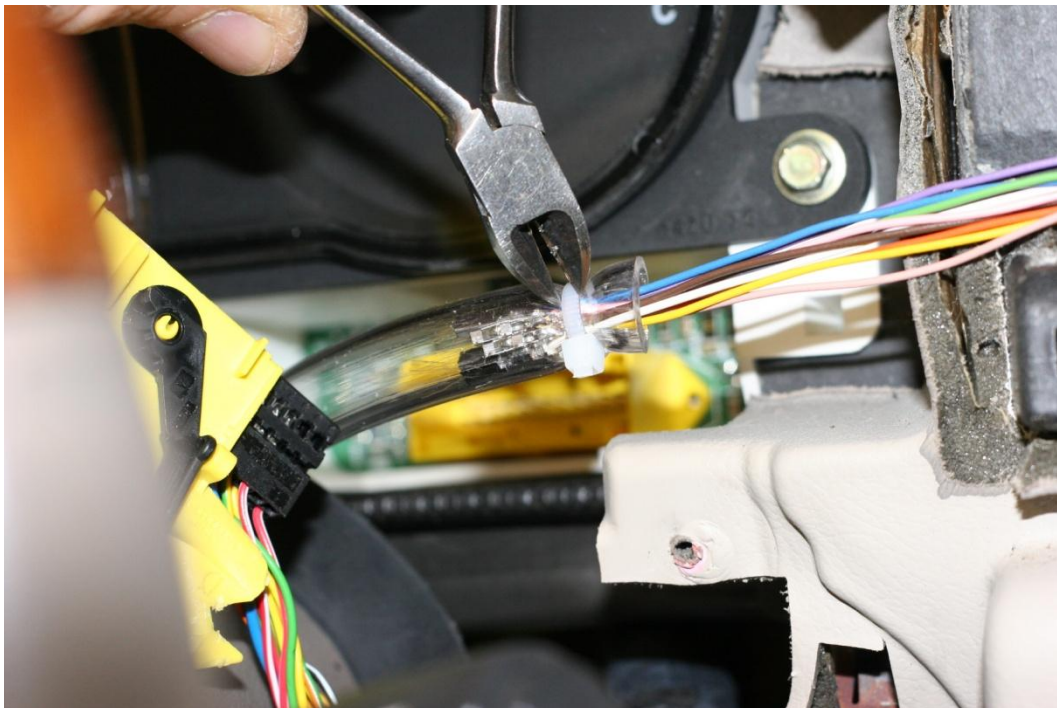
7. Pull the harness through.



8. Now thread the nylon tab of the pulling tool from the gap under the navigation/gauge cluster mounting tray and fish it down into the area by the main (speedometer) cluster (black) cable and connector. Pull the harness all the way through.



9. Clip the tie-wrap off of the clear tubing on the pulling tool and withdraw the tool from the wires. You may need to stagger the terminals in the clear tube to get them out without excessive force.



10. Clip the nylon wire ties off the protective tube around the red and black wires and slide off and discard the protective tube.

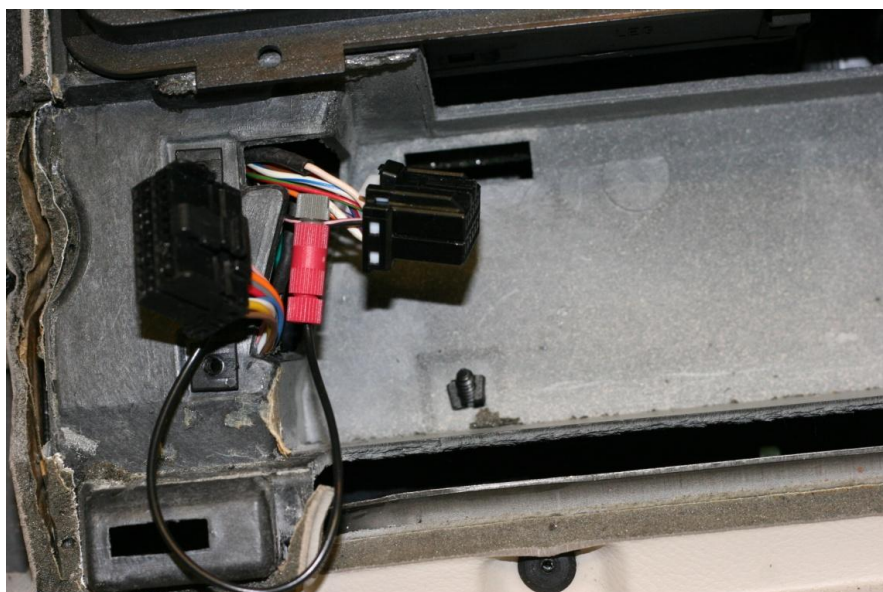


11. Tuck the grey cable into the gap under the navigation/gauge cluster mounting tray. Leave the gauge cluster connector in position next to the navigation connectors.

12. Note that there are two navigation connectors. One is 12 pins and the other is 16 pins. Locate the 12-pin connector and attach the Posi-tap connector tap to the PINK and BLACK wire. Follow the Posi-tap instructions: <http://www.posi-lock.com/instructions1.html>.



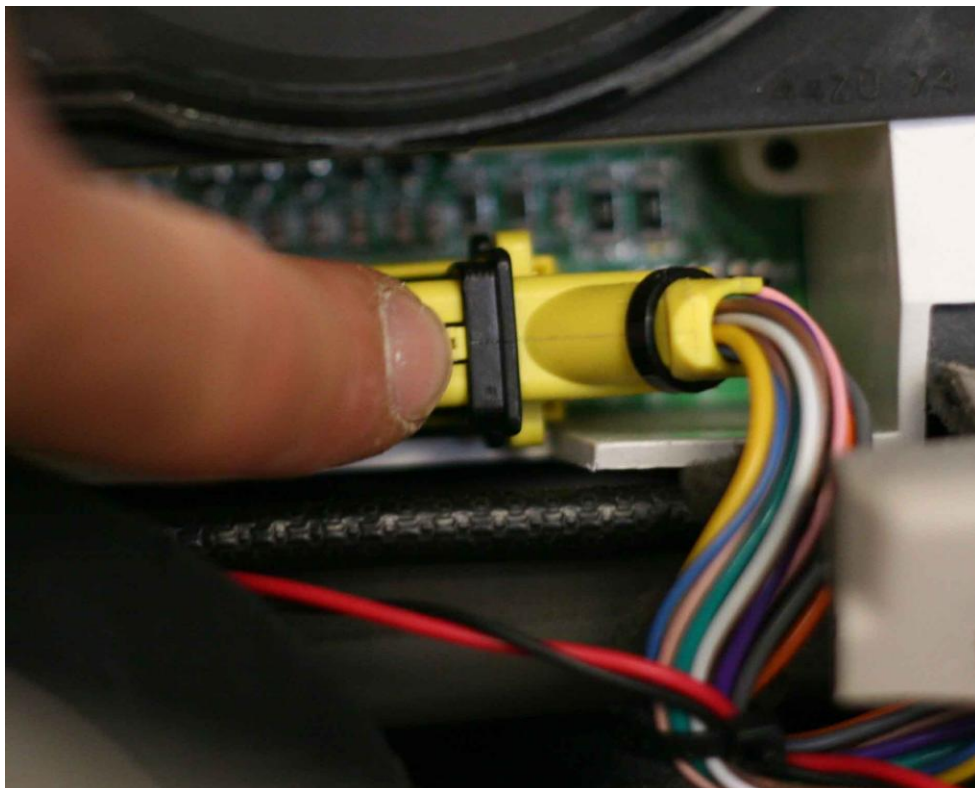
13. Connect the short black wire from your new gauge cluster harness to the Posi-Tap. Again reference the Posi-tap instructions.



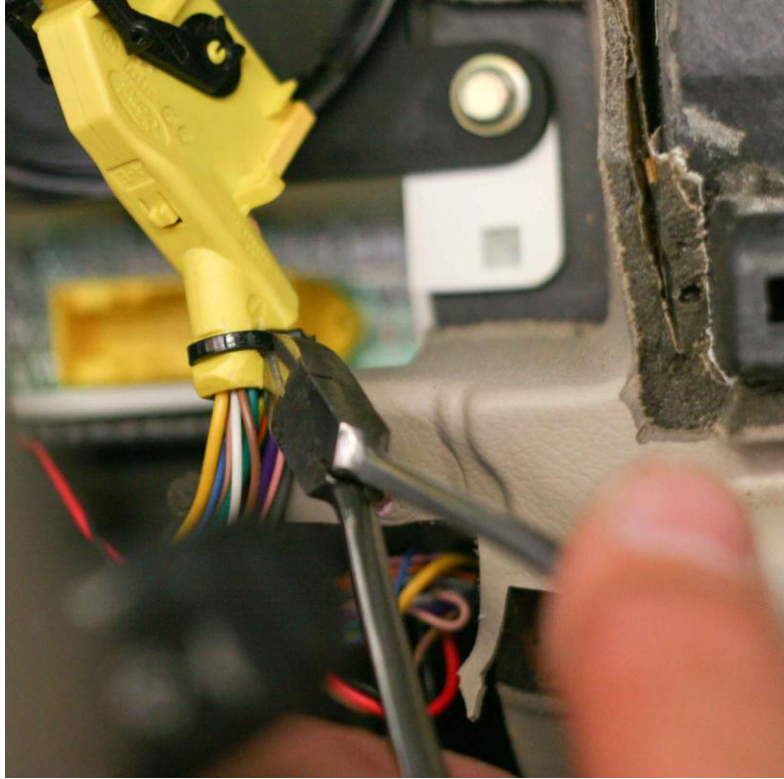
14. Locate the two main instrument panel connectors. One is yellow and the other is black.



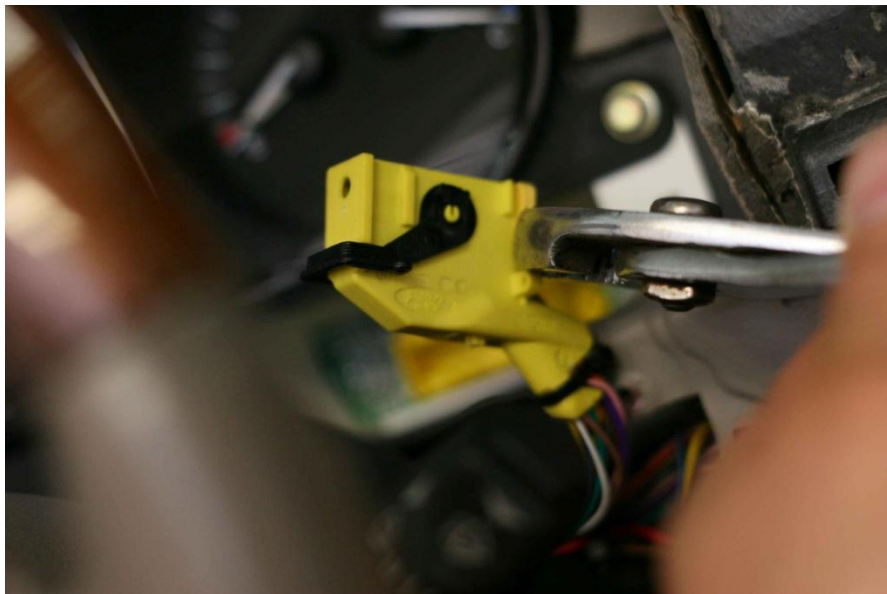
15. Release each of the connectors by depressing the tab-lock (pointed to in photo below) and pulling the hinged black plastic bail away from the wire end of the connector.



16. On each of the connectors clip off the zip tie at the harness with diagonal cutters. Be care not to damage the wires.



17. On each of the connectors, pry off the hood retainer gently with a pair of pliers.



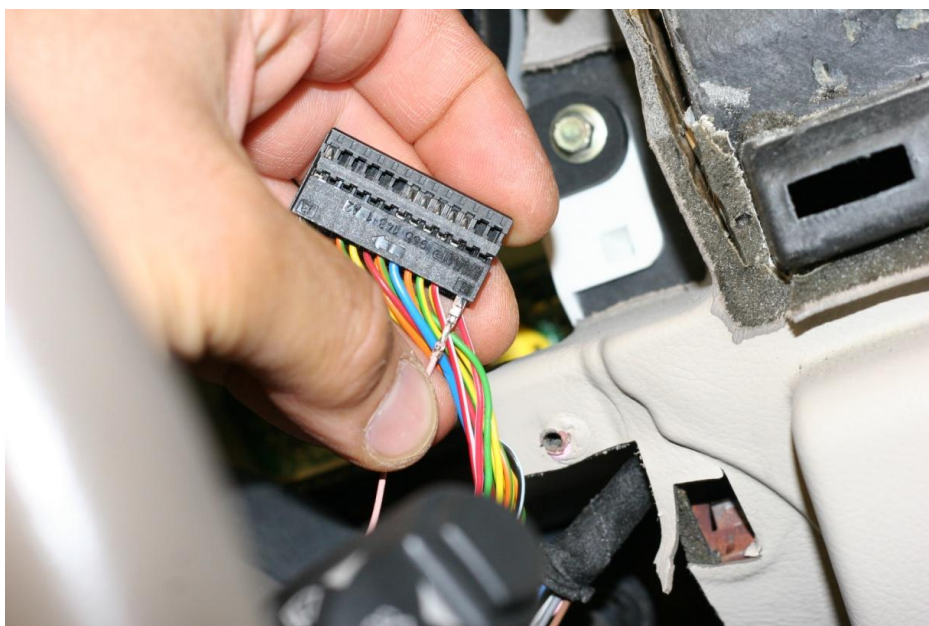
18. On each of the connectors pull off the hood.



19. Insert the terminals in the connector bodies. Note that the pin number for each corner pin (1, 13, 14, 26) is embossed in the connector body. The tab on the connector pins must face the window in the connector body.

You should hear a slight 'click' when the terminal engages. Give each wire a modest pull after engagement to confirm it is properly locked in place.

If the terminal pin does not want to seat, use a jeweler's screwdriver to gently shove it from behind.



The wired terminals are inserted as follows:

Yellow hooded connector (right side of main cluster):

Pin 1 - Beige (do not confuse with pink or brown)

Pin 2 - White

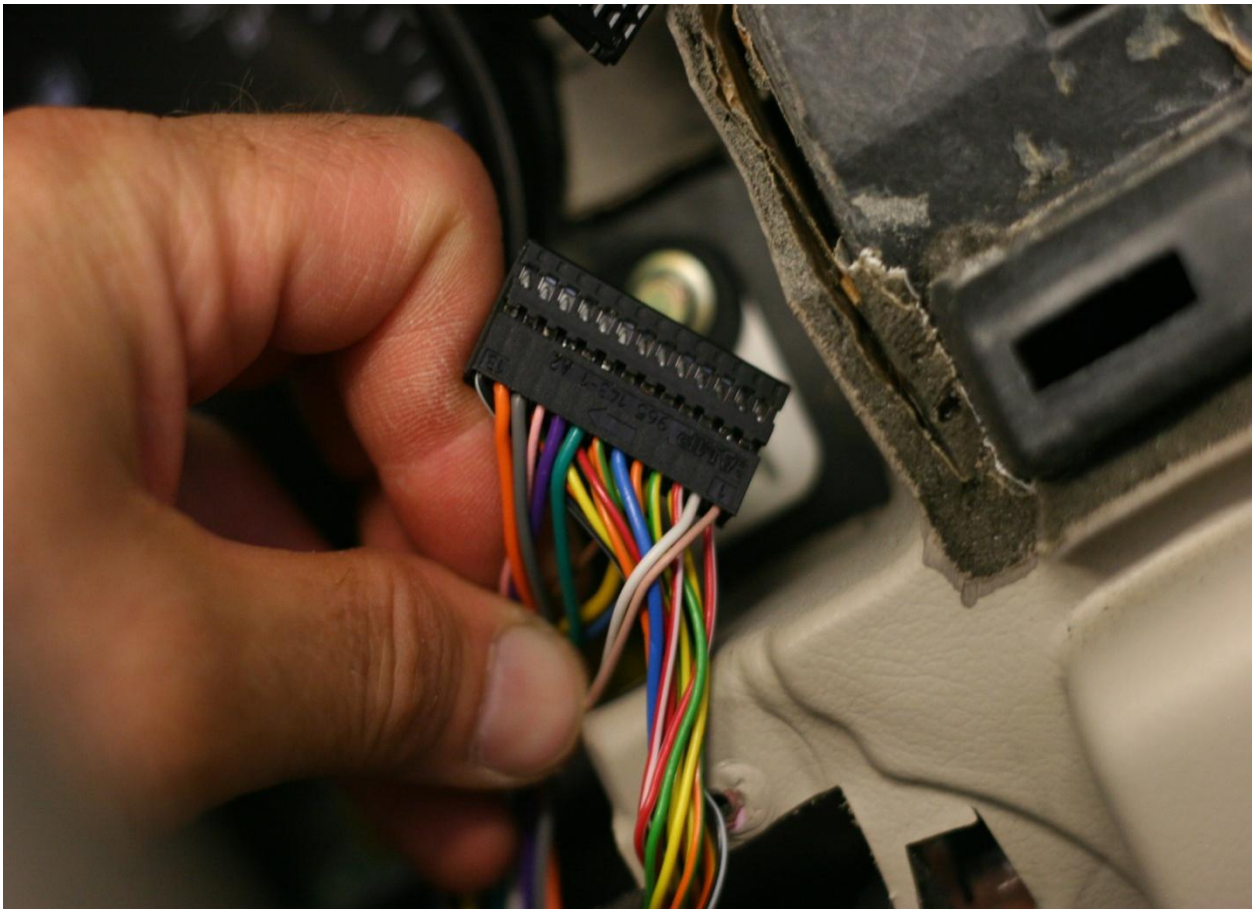
Pin 8 - Green

Pin 9 - Violet

Pin 10 - Pink (do not confuse with beige)

Pin 11 - Grey

Pin 12 - Orange (do not confuse with red)



Yellow hooded connector (right side of main cluster):

Pin 15- Blue

Pin 17- Yellow

Pin 18 - Brown (do not confuse with beige)



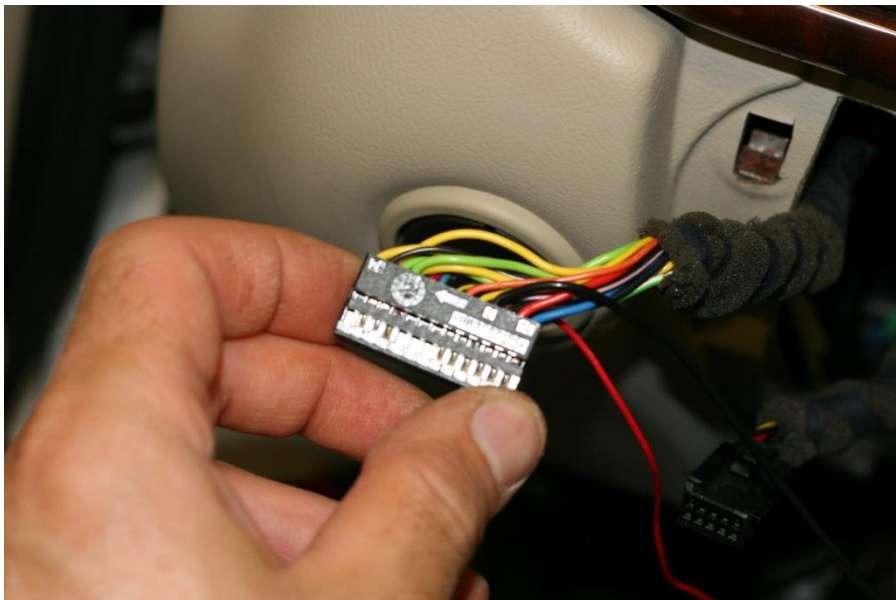
Black hooded connector (left side of main cluster):

Pin 2- Red (do not confuse with orange)



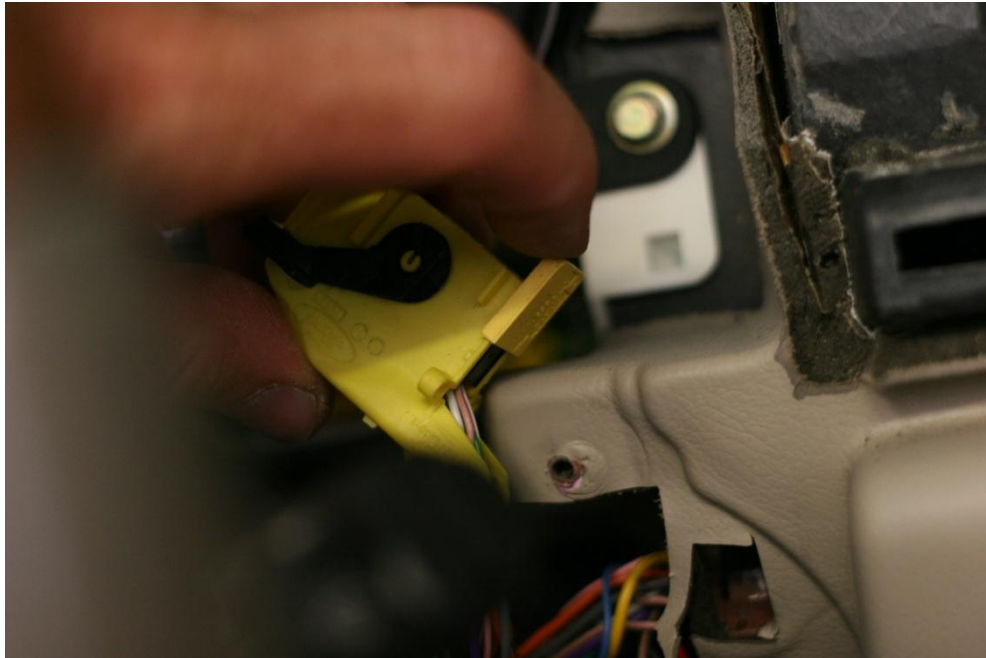
Black hooded connector (left side of main cluster):

Pin 17- Black



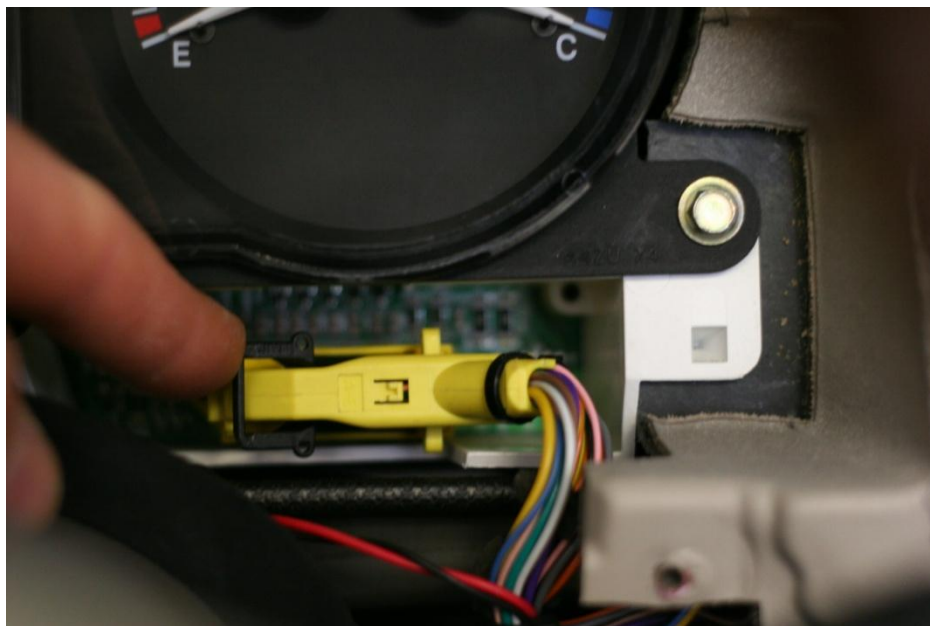
If you make a wiring error, a terminal can be extracted by gently pressing the tab in the window and pulling on the wire at the same time.

20. **Triple check your wiring.** Then replace the hood on each connector. Replace the hood retainers by sliding them on the edge of the hoods:



21. Replace the tie wraps on the hood retainers. Add another tie wrap to tie wrap to fasten the new harness to the existing one.

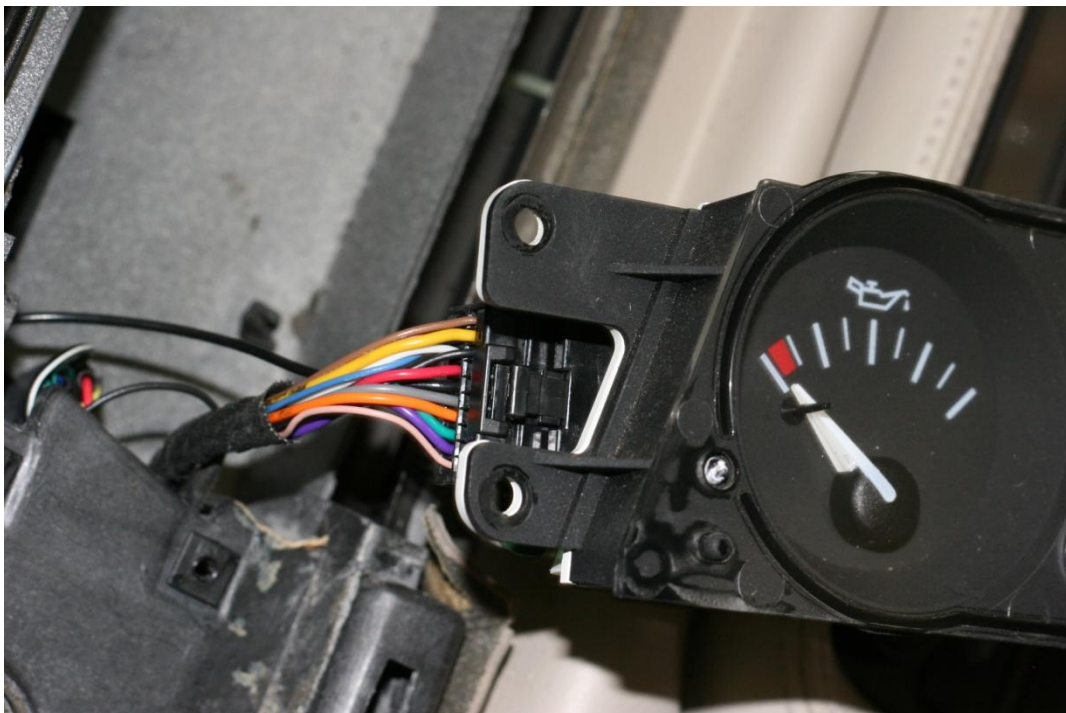
22. Plug the connectors back in. To plug a connector in, the bail must be fully rotated AWAY from the cable end of the connector to start the insertion process. Then rotate the bail toward the cable end and the connector will self seat.



23. Tuck the cable under the speedometer white plastic shell. On RHD vehicles you may need to loosen the main cluster to get the wires under it.



24. Plug in your new gauge cluster.



25. Using the screws removed from the navigation monitor, fasten the new gauge cluster to the dash.



26. Reconnect the battery. The normal indications are in the photo above. The red fault lights on the voltmeter and oil pressure gauges should also briefly light up as part of the test sequence just after starting the car. Also check that the gauge illumination is working properly. You will also need to reset your windows after reconnecting the battery.

27. Re-install the wood trim panels.

28. Congratulations! Enjoy your new gauges !!

Disclaimer:

The purchaser assumes all liability for damages which may result directly or indirectly from installation of this product.