



KATDASH 8195

This unit will fit all 1981-1995 instrument pods with a **GREEN** turn signal at the top center of the dash board, and the high beam indicator in the **bottom dash**.

To install the unit, you simply remove your original bulb carrier and replace it with the KATDASH 8195 unit as follows:

Unpack the unit by removing it from the bubble wrap & static bag. Remove & discard the black foam core packing bar from across the top of the arms- it's there to protect the flex from shipping.



The following photos are from a 1983 R100 RS; your model may vary. Thanks to Jim D. for volunteering his bike & dash disassembly.

First, remove the Instrument pod from your bike:
Start by removing the steering damper knob with a phillips screwdriver.



Remove the crash pad, on this bike- it clips on to the handlebar as shown here.



Remove the screw head covers. I use a thin blade paint scraper.



Loosen the 3 screws that hold the pod on the mounting bracket. It is not necessary to remove these screws. After you loosen the bolts the pod should slide up off of the bracket.



Remove screw from center of plug

Lift the pod off the bracket and disconnect the speedometer cable.

Now you have access to the square harness plug in the back of the instrument pod. There is a small Phillips screw in the middle of the plug. Remove this screw, and **gently** wiggle the plug loose. Often the plug joints are jammed with dirt. Sometimes there is corrosion inside the plug itself. Be gentle and patient- this plug is available again, but you really don't want to have to splice in a new 10 wire harness plug.

Remove 3 screws



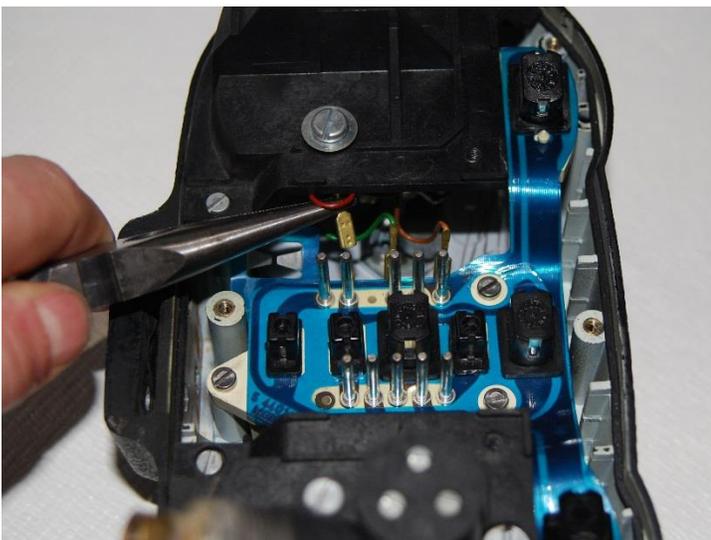
Remove the 3 screws that hold the outer cover on.



Remove 6 screws in rear 'T' shaped cover

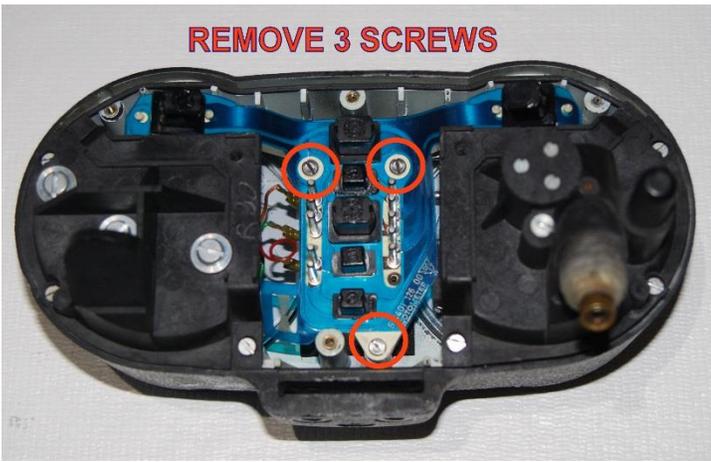
Remove the 6 screws that hold the rear ('T' shaped) cover on. Note: the 2 screws at the corners of the gauges are not machine screws like the others. Keep track of which screw goes where.

Remove the rear cover.



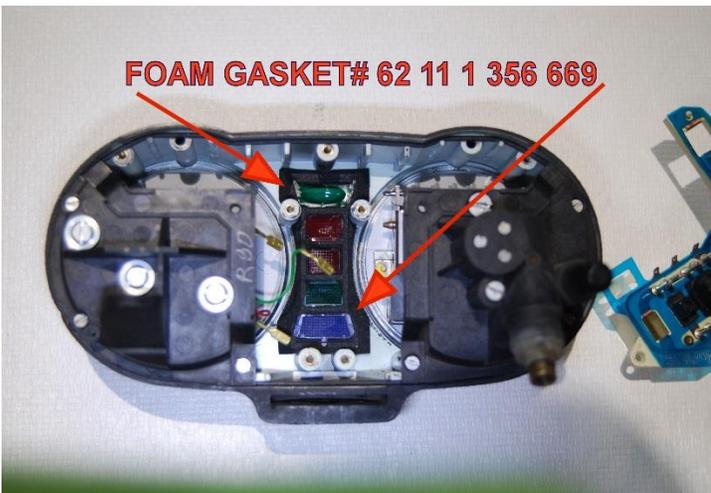
Now the oem bulb carrier is accessible.

Using a needle nose plyers, **GENTLY** disconnect the small tach spade connectors on the left side of the oem bulb carrier. Grab them by the metal connector - not the wire!



Remove the 3 screws that hold the oem bulb carrier in place.

Now you can lift out the oem bulb carrier.

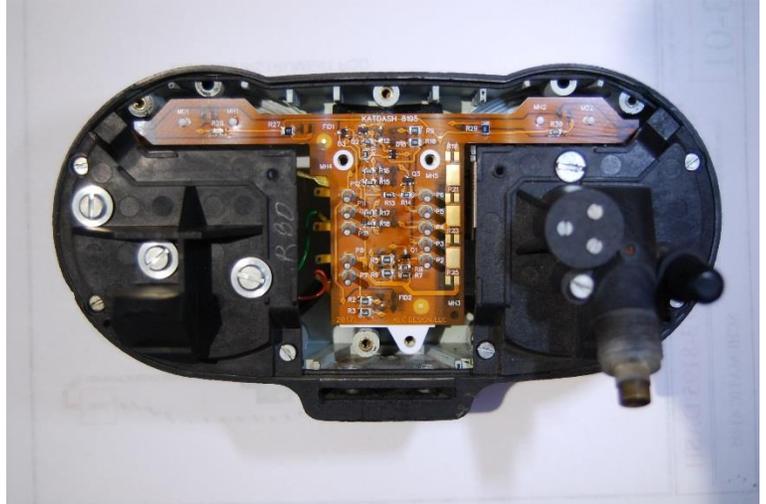


After you remove the old bulb carrier, make sure you have the black foam gasket that should be against the lens face. p/n 62 11 1 356 669. This gasket keeps the each light's glow from seeping out of its own lens compartment, or the white gauge light from leaking in. If yours is missing or damaged, they are available from Max BMW or Bob's BMW online.



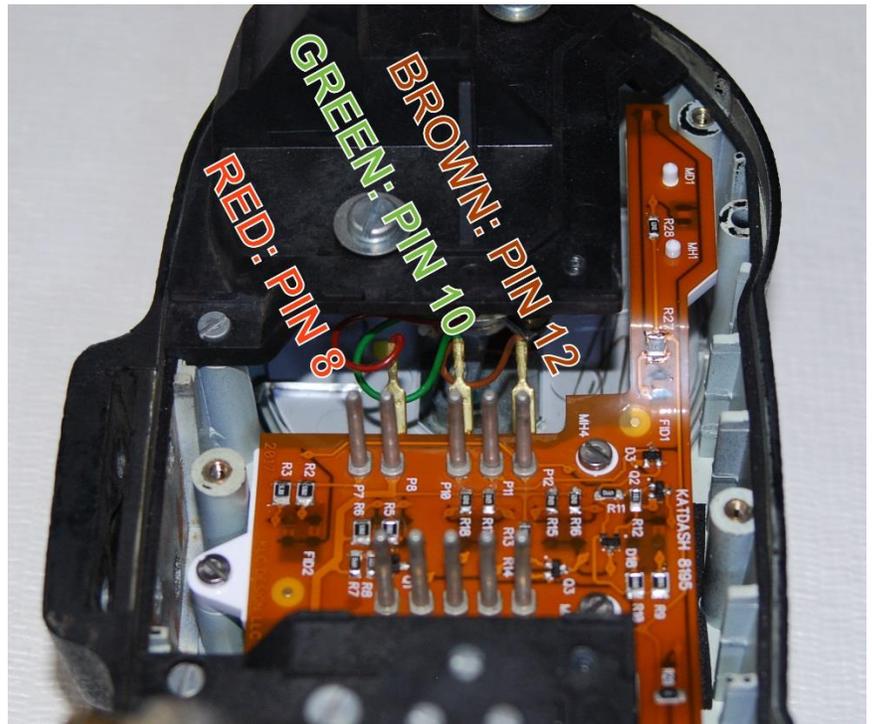
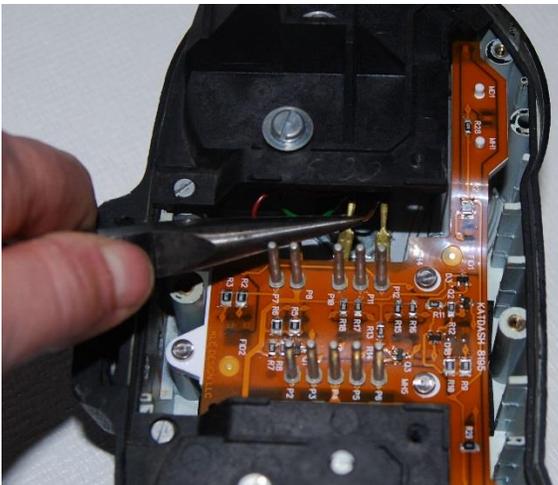
If you are going to replace the outer 'O'-ring gasket- now is the time to do that. Remove the 6 screws that mount the tach and speedo to the case. Refer to the gasket install instructions (available on our website) for further directions and photos.

TO CONTINUE WITH YOUR NEW KATDASH LIGHT BOARD INSTALLATION:

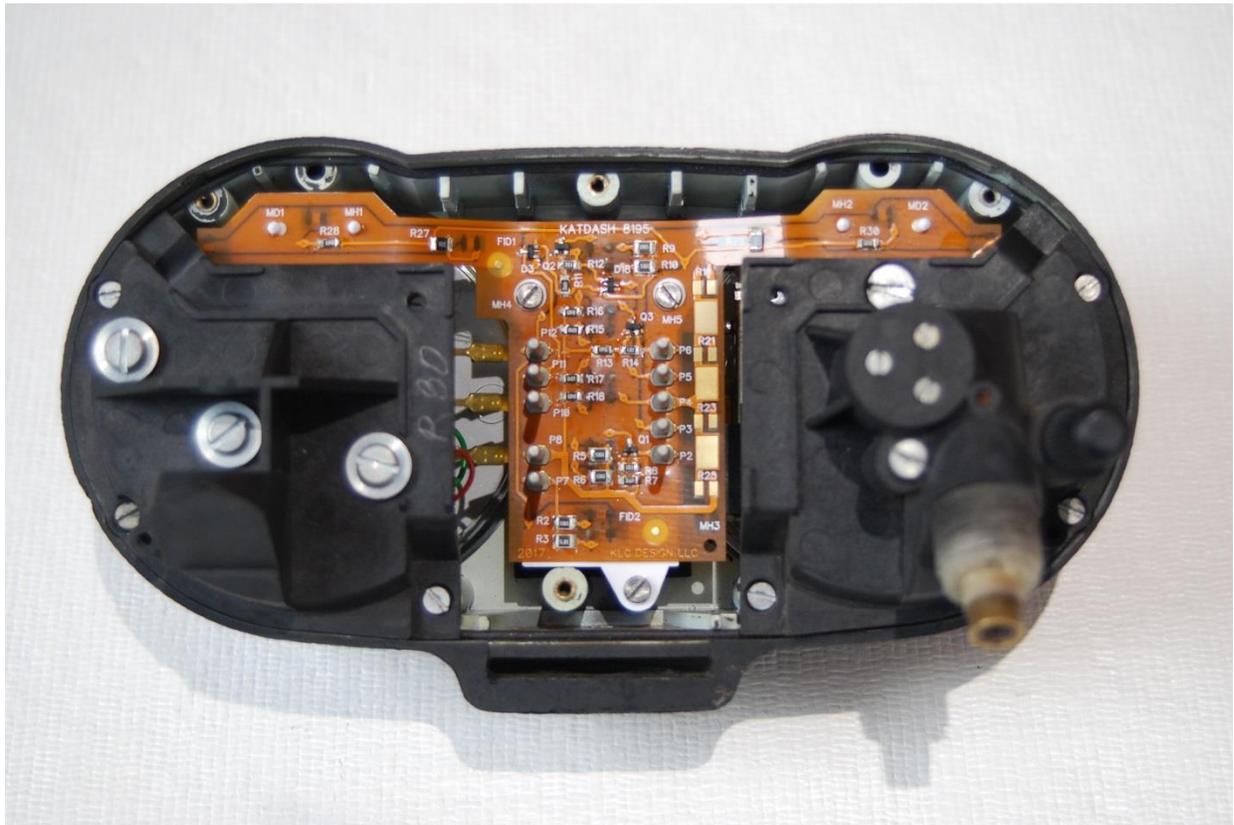


Your new KATDASH 8195 will drop right down onto the original mounting posts. Make sure that the flexible circuit board is tucked in at the end of the arms, and not caught on the instrument back on either side.

Then re-install the 3mm screws that hold the light board in place. It's a good idea to put a tiny dab of anti-seize on all your 3mm mounting screws as you re-install them. Especially if there is evidence of rust and corrosion inside your instrument pod. Just snug the screws in- DO NOT drive them in hard.



Using a needle-nose pliers, reconnect the tach wires. Be sure to hold the connector by the metal crimp collar. The **RED** connector goes to **Pin 8**. The **GREEN** connector goes to **Pin 10**. The **BROWN** connector goes to **Pin 12**. (FYI- the pin numbers are marked on the new flex.)



Here is the **KATDASH 8195** correctly installed.

Now install the covers and screws in the reverse order of removal. First the rear 'T' cover, then the outer cover. You should put a tiny dab (with a toothpick) of anti-seize on your 3mm machine screws as you re-install your covers. Especially if there are signs of corrosion in your pod. It is not necessary to torque the screws in hard. Remember- you're assembling 40 year old plastic- just snug them in.



Now is a good time to clean and put some contact cleaner in the terminals of your old plug. I like to use one of the dental pick/brushes and some de-oxid D-5. But any quality contact cleaner and lubricant will do.

DO NOT overtighten the center plug screw- it is a soft rubber plug, and the screw will simply drill right through it. If your plug is damaged, I offer a kit with a cup washer on my web site for damaged plug screw holes.

All units are test lit & checked to be 100% functional here at our office at assembly. For more information about our various KATDASH units & related instrument parts, please visit our website: www.katdash.com