



KATDASH 7880

This unit will fit all 1978-1980 instrument pods with a **GREEN** turn signal at the top center of the dash board, and the high beam indicator in the **tachometer face**.

To install the unit, you simply remove your original bulb carrier and replace it with the KATDASH 7880 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. Remove the strip of blue tape on the high beam tail when you're ready to install the unit into your pod.



Remove your instrument pod from your motorcycle. First disconnect the speedometer cable from the back. Then loosen the 3 bolts or screws that hold the pod on the mounting bracket. It is not necessary to remove these bolts. After you loosen the bolts the pod should slide up off of the bracket.



Now that you are able to move the pod a little, you have some access to the rear plug. There is a small Phillips screw in the middle of it. Remove this screw, and **gently** wiggle the plug loose. Often the plug joints are jammed with dirt and crud. And sometimes there is corrosion inside the plug itself. Be gentle and patient- this plug is also **NLA**.

Remove 3 screws



Remove the 3 screws that hold the outer cover on.



remove 6 screws in "T" shaped rear cover

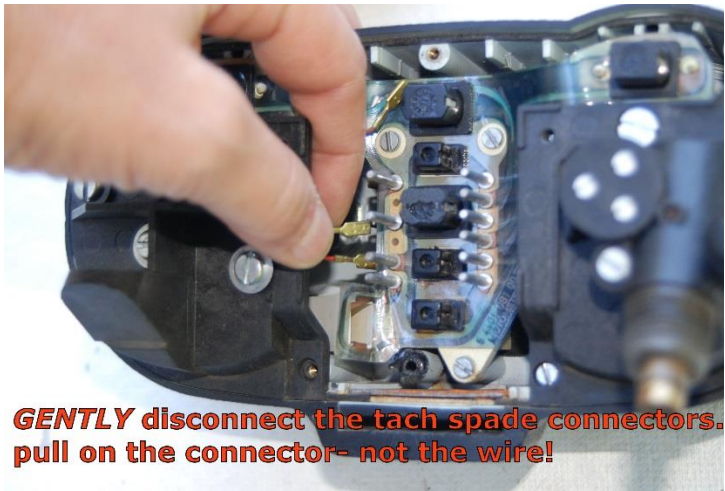
Remove the 6 screws that hold the rear ('T' shaped) cover on. Note: the 2 screws at the corners of the gauges are not machine screws like the others. Keep track of which screw goes where.

Remove the rear cover.

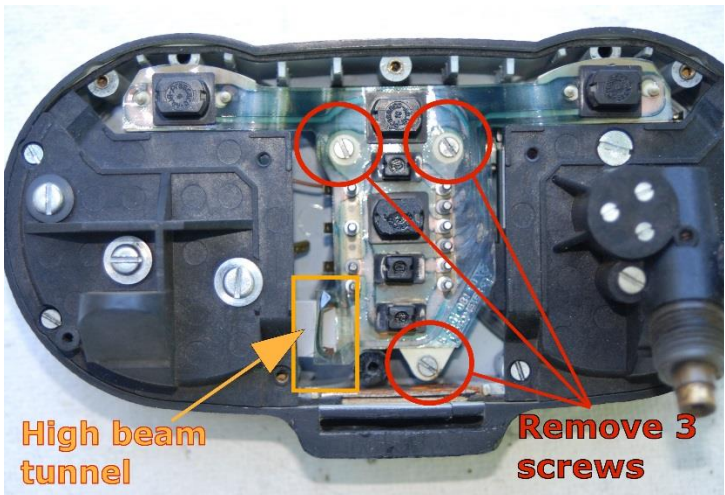


GENTLY rock the high beam bulb socket to one side and remove it.

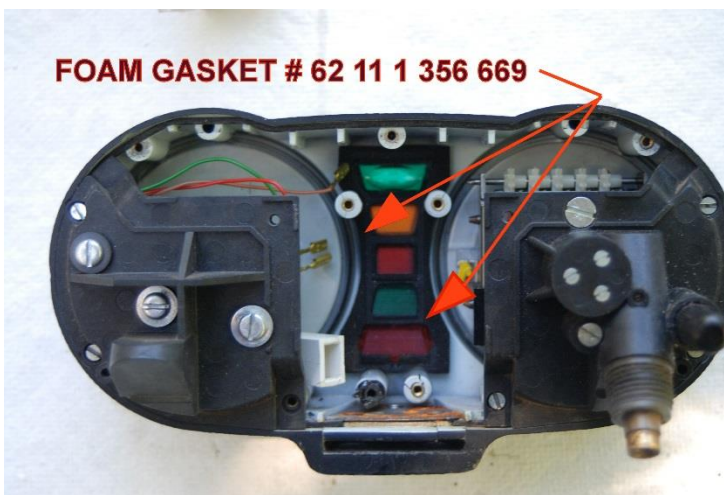
Now the oem bulb carrier is accessible. Before you can remove it, you have to take out the high beam bulb socket at the lower left side. To remove any bulb socket, you rock/tip it to one side until the spring contact pops out. (see above) *Be very gentle, the copper flaps/ears are old and fragile.* This is one of the basic problems with the original bulb carriers as you probably already know.



Now you can disconnect the electronic tach. It has 3 small spade connectors on the left side of the oem light bulb frame. GENTLY wiggle these loose by holding on to the connector-not the wire, so you do not pull the wire out of the connector. You can use a small needle-nose pliers for this. (or fingers if they're small enough)

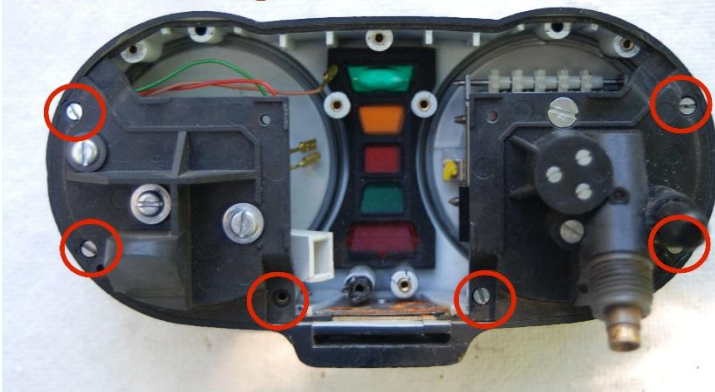


Remove the 3 screws that hold the oem bulb carrier in, and remove the bulb carrier.



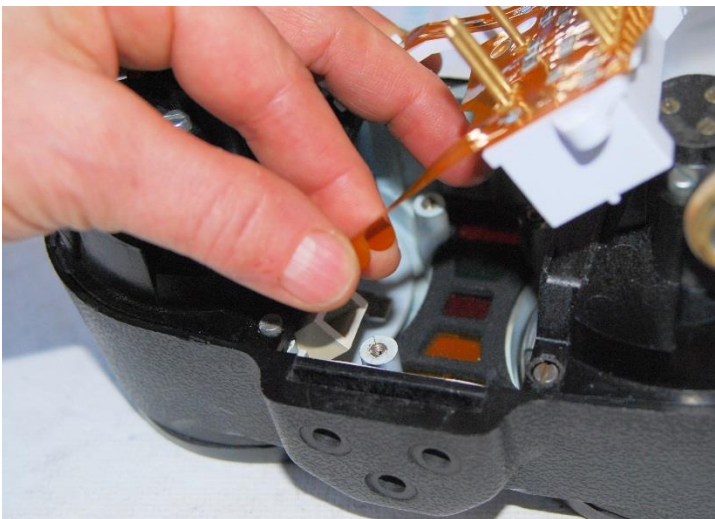
After you remove the old bulb carrier, make sure you have the foam gasket that should be against the lens face. p/n 62 11 1 356 669. This gasket keeps the each light's glow from seeping out of its own lens compartment, or the white gauge light from leaking in. If yours is missing or damaged, they are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

to install outer O-ring gasket remove 3 screws each side holding the instruments in

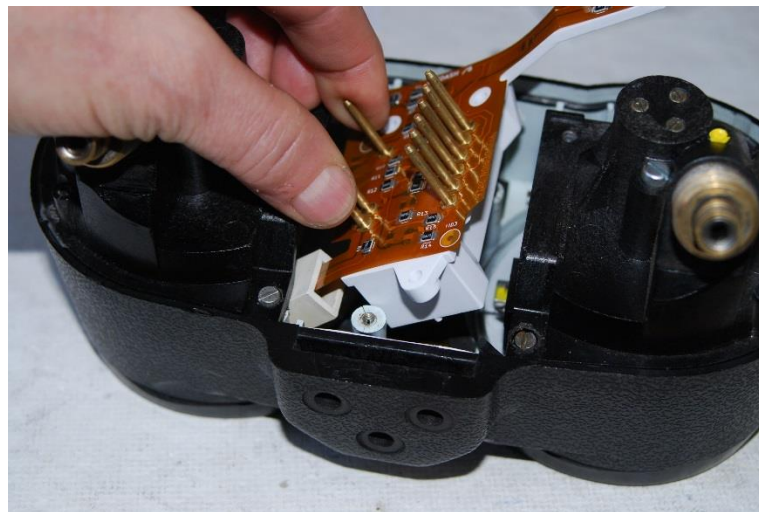


If you are going to replace the outer 'O'-ring gasket- now is the time to do that. Remove the 6 screws that mount the tach and speedo to the case. Refer to the gasket install instructions (available on our website) for further directions and photos.

To continue with your new light board install:



Your new **KATDASH 7880** comes with a "tail" that has the high beam led on the end of it. The end of the "tail" has 2 side flaps, or ears, that are pre-folded and will come packed with a short piece of blue tape holding them folded. Carefully remove the blue tape, and hold the ears folded down as shown. Insert the tail with the ears folded down into the high beam tunnel.

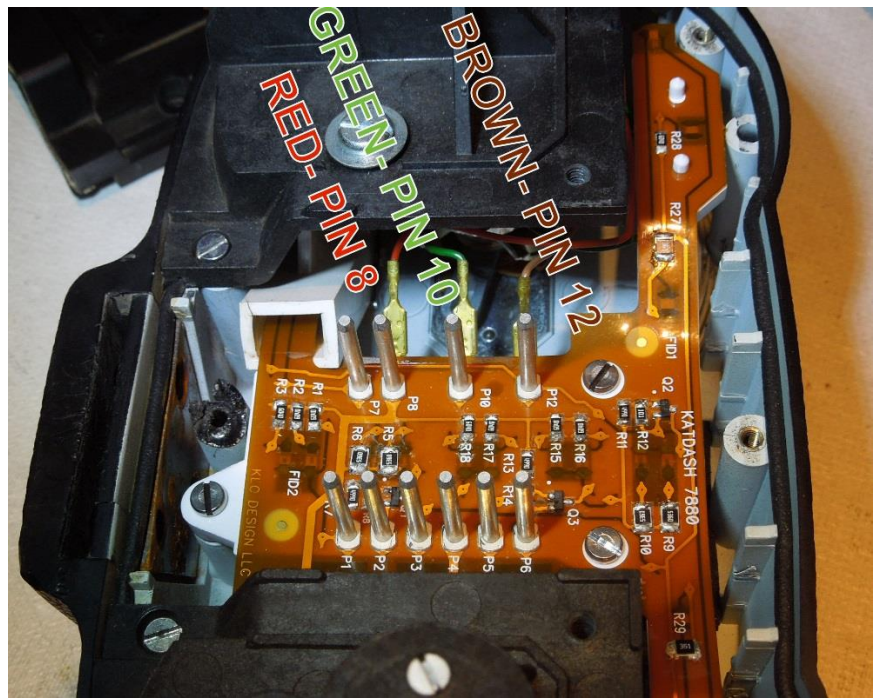
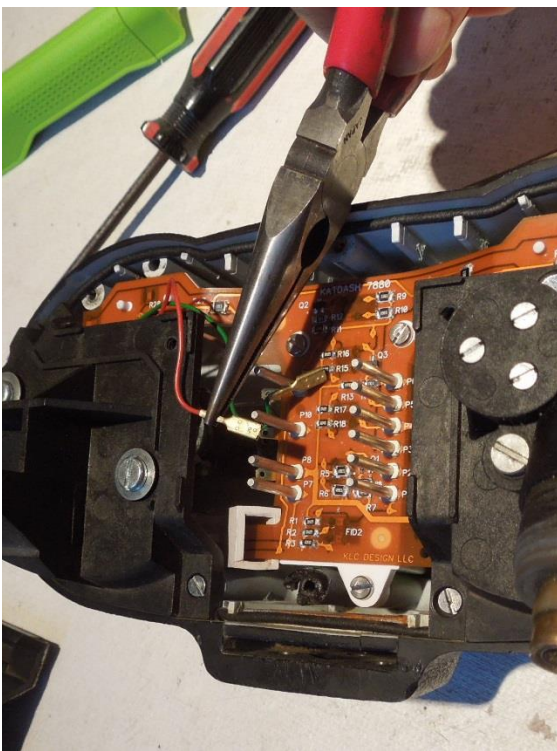


Slide the rest of the tail into the tunnel as you insert the main unit into the center of your instrument pod. It will drop right down onto the original mounting posts. Check that the end of the arms flex is clear- see next photo.

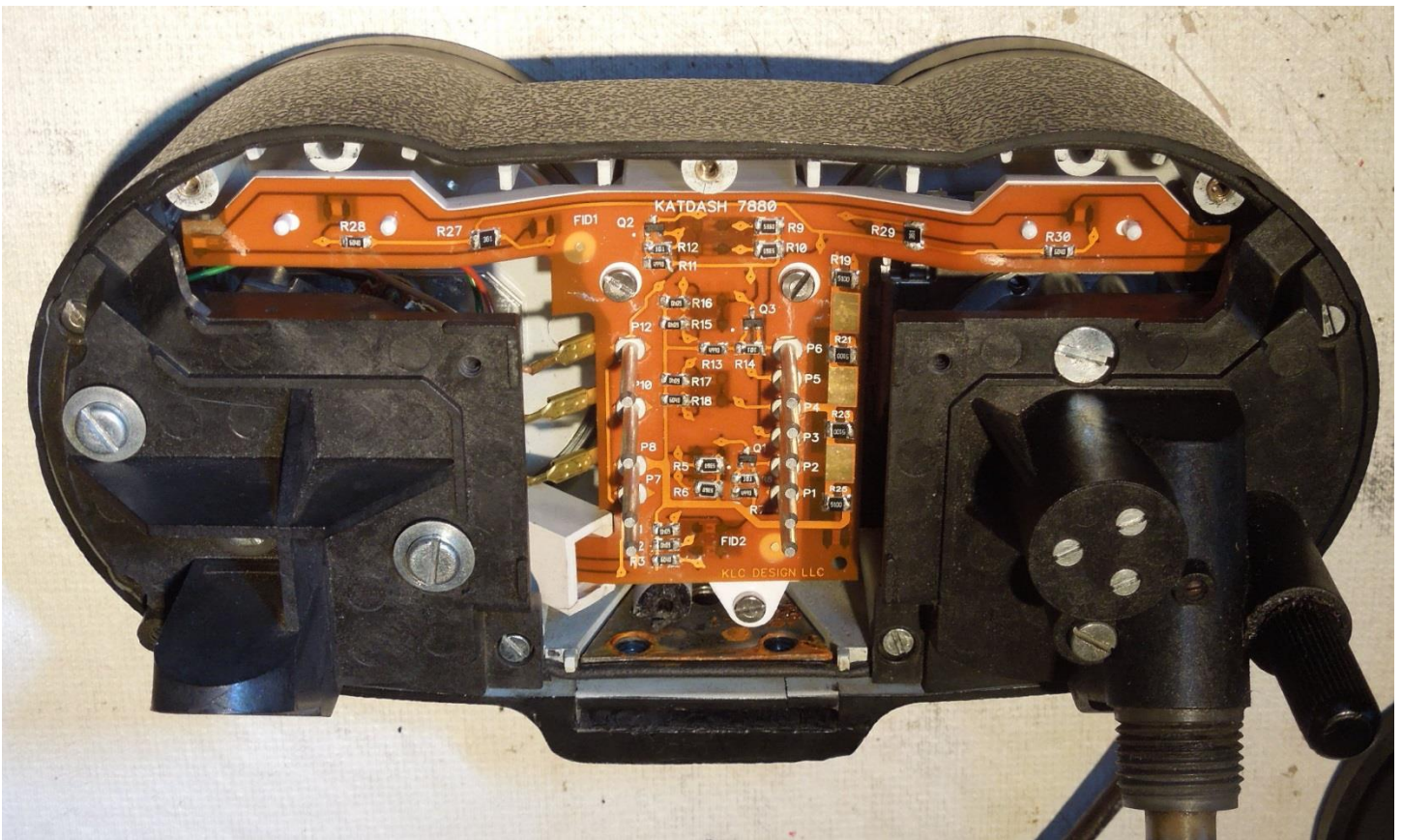


Make sure that the flexible circuit board is tucked in at the end of the arms, and not caught on the instrument back on either side.

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-sieze 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 7880** 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-oxit 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.



Here is a photo with the **KATDASH 7880** installed and the ignition key on. (the bike is not running) Your Neutral, GEN, and OIL lights will light up.

The brake failure light **MAY OR MAY NOT** light up when you turn the key. 1978 was a changeover year, and some of the early '78 bikes do not light up the brake indicator at startup. (Pre-'78 none of the bikes will light up the brake failure at startup) The '79 & '80 bikes' brake light should light up at startup then go out. You can also test your brake failure light by removing your gas tank, and shorting across the 2 terminals on the master cylinder reservoir cap.

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

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