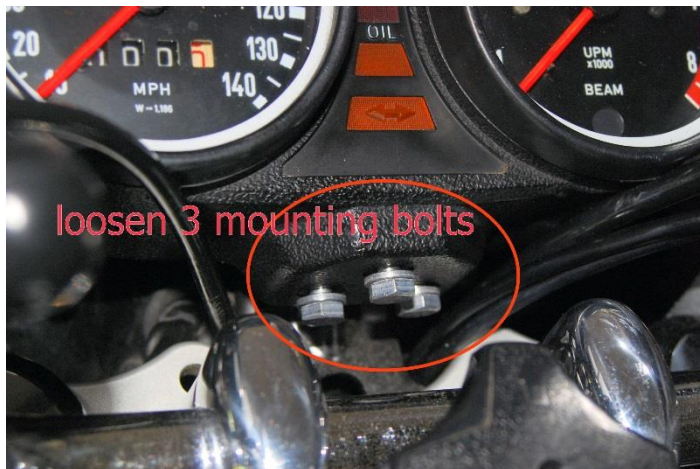


KATDASH Slash 6

This unit will fit all /6 instrument pods and 1977 /7s with an **AMBER** turn signal at the bottom center of the dash board.

To install the unit, you simply remove your original bulb carrier and replace it with the KATDASH Slash 6 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.



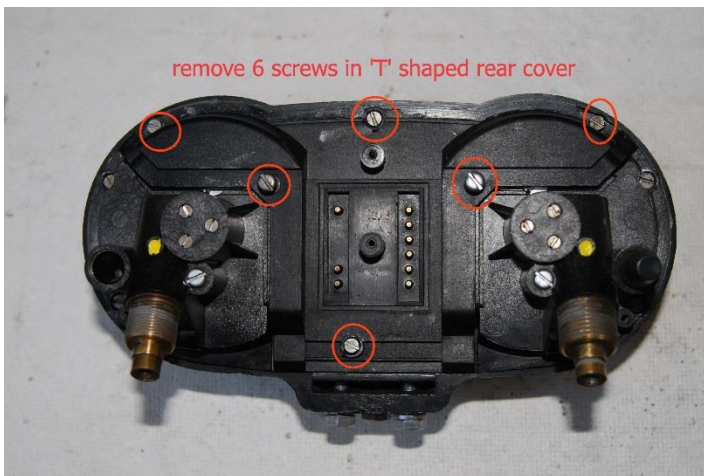
Remove your instrument pod from your motorcycle. First disconnect the tach and speedometer cables from the back. Then loosen the 3 bolts that hold the pod on the mounting bracket. It is not necessary to remove these bolts. After you loosen the bolts the pod should slide up off of the bracket.



Now that you are able to move the pod a little, you have some access to the rear plug. There is a 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 the 3 screws that hold the outer cover on.

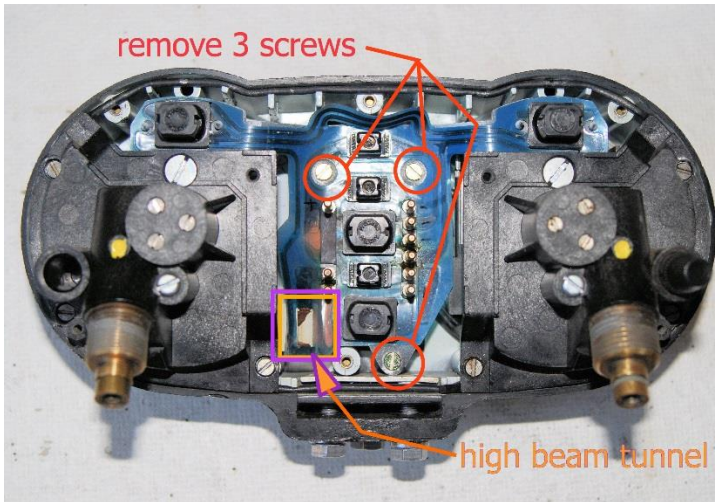


Remove the 6 screws that hold the rear 'T' shaped cover on. Note: the 2 screws at the corners of the gauges are not machine screws like the others. Keep track of which screw goes where.

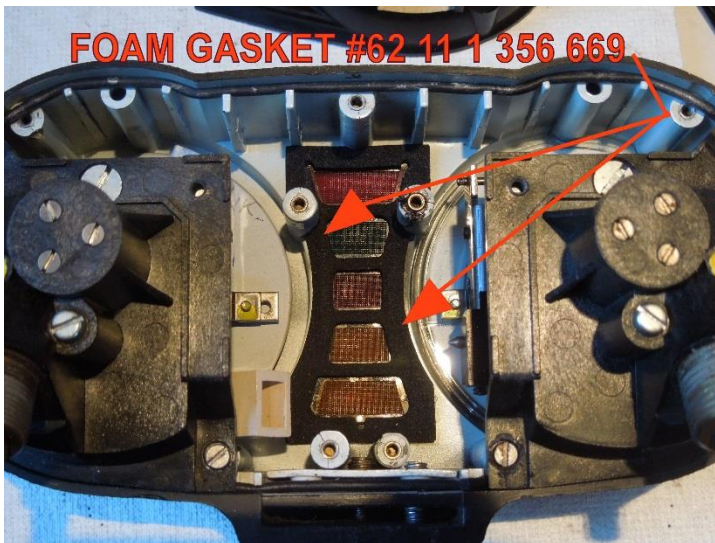
Remove the rear cover.



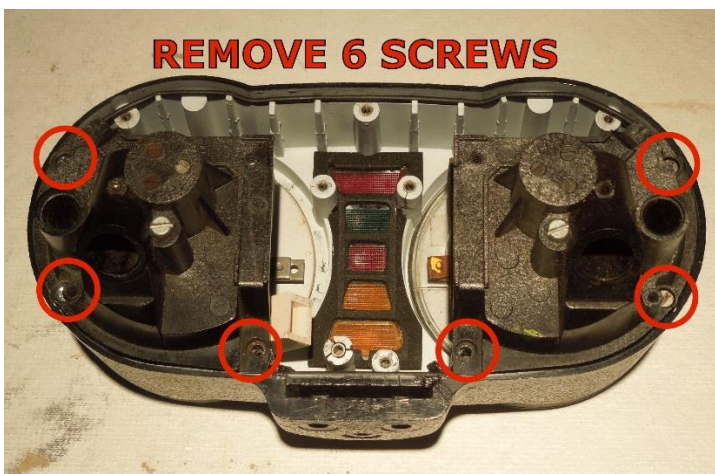
Now the oem bulb carrier is accessible. Before you can remove it, you have to take out the high beam bulb socket at the lower left side. To remove any bulb socket, you rock/tip it to one side until the spring contact pops out. (see above) *Be very gentle, the copper flaps/ears are old and fragile.* This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



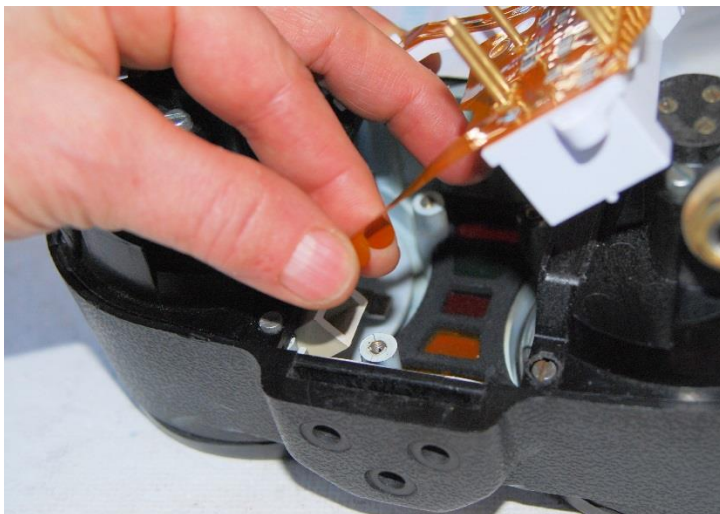
Remove the 3 screws that hold the oem bulb carrier in, and remove the bulb carrier.



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 it's own lens compartment. If yours is missing or damaged, they are available from Max BMW or Bob's BMW online.

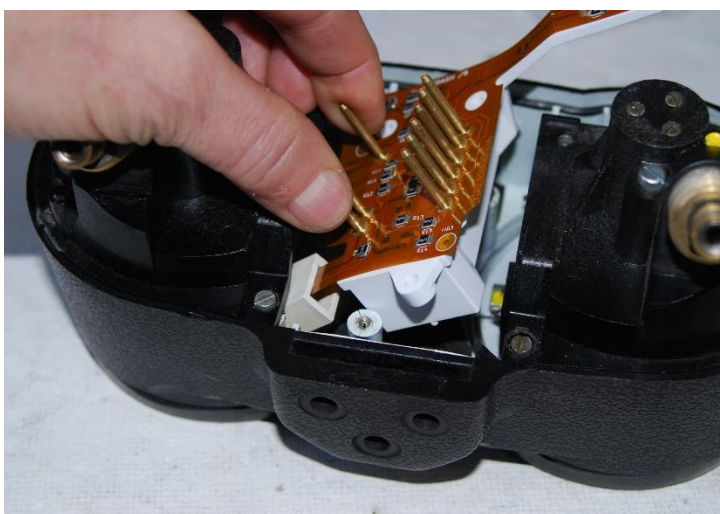


If you are going to replace the outer 'O'-ring gasket at this time- now is the time to do that. Remove the 6 screws that mount the tach and speedo to the case: 3 per side. Refer to the gasket install instructions (available online on the FAQ page) for further directions and photos of the O-ring installation.

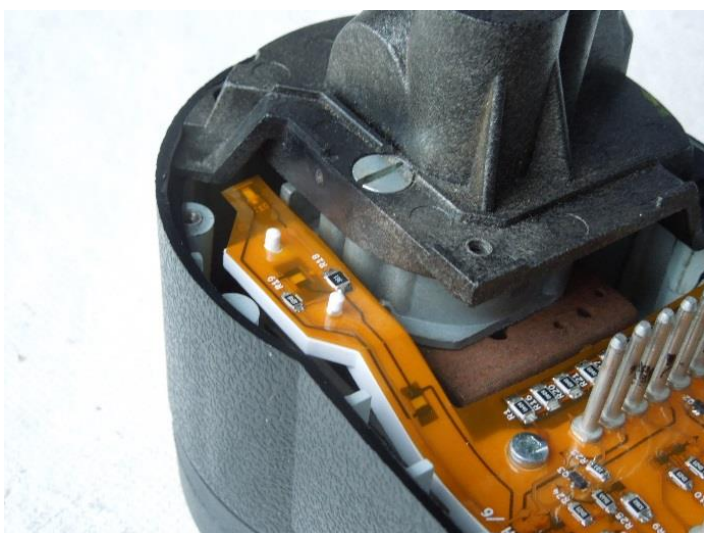


To continue with the new light board install:

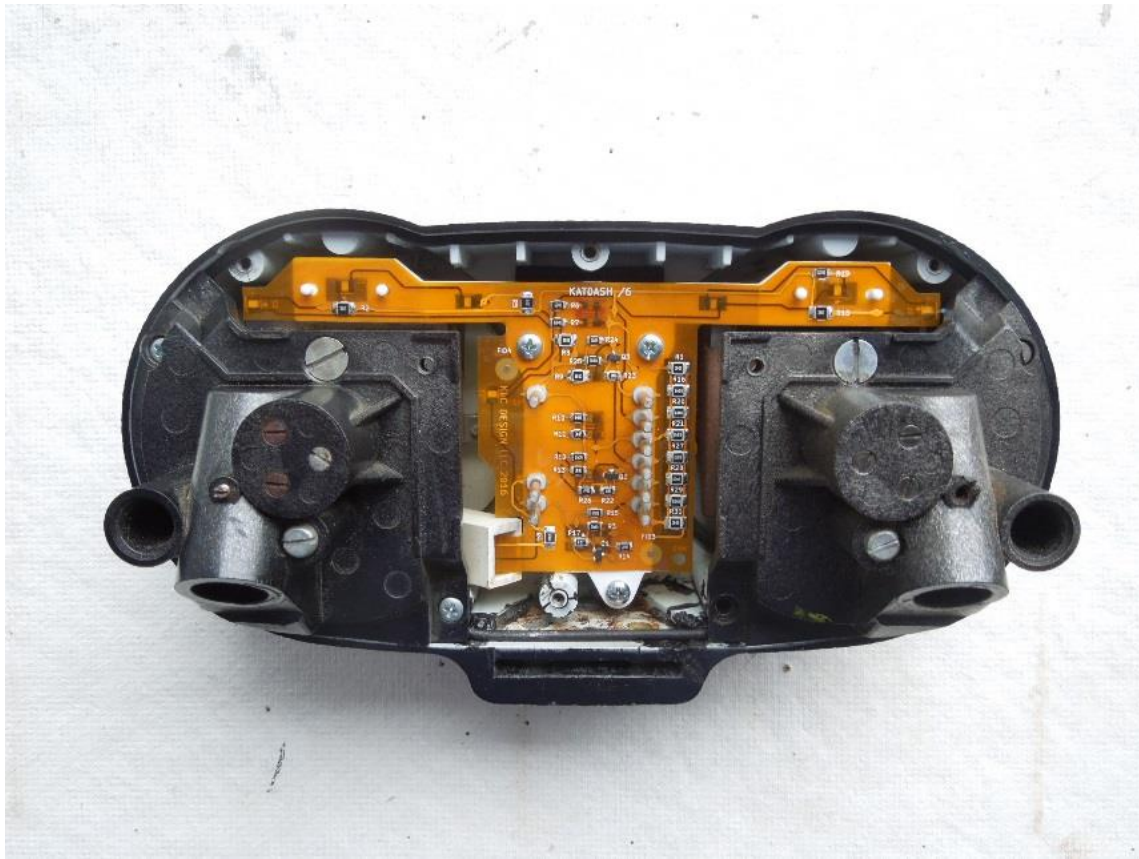
Your new KATDASH /6 comes with a “tail” that has the high beam led on the end of it. The end of the tail has the 2 side flaps, or ears, that are pre-folded and will come packed with a short piece of blue tape holding them folded. Carefully remove the blue tape, and hold the ears folded down as shown. Insert the tail with the ears folded 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 to make sure that the flexible circuit overhang at the end of the arms is properly in place, tucked in under the corner of the speedo & tach rear covers.



Re-install the 3 screws from the original bulb carrier in the new KATDASH unit. Here it is correctly installed.

Now install the covers and screws in the reverse order of removal. First the rear 'T' cover, then the outer cover. When re-installing the self-tapping screws at the corners of the gauges- it's a good idea to give them a half turn counterclockwise to set them in their original thread. This prevents them from damaging the threads already cut in the plastic cover.

You should put a tiny dab (with a toothpick) of anti-seize on all your 3mm machine screws as you re-install your covers. Especially if there are signs of corrosion in your pod. Do NOT use any locktite! If you're missing screws, or have rusty screws, I also sell SS replacements on the website.

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 DeoxIT D-5. DeoxIT will improve electrical contact between the plug and the light unit, as well as help prevent oxidation in the future. But any quality contact cleaner and lubricant will do. I sell a DeoxIT kit with brushes on the website.

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 /6 installed and the ignition key on. (the bike is not running, & in a dark garage) Your Neutral, GEN, and OIL lights will light up. The brake failure light does **NOT** light up unless there is a failure in the system. You can 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 my office at assembly. For more information about the various KATDASH units, please visit our website at www.katdash.com