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# 76-1268-5504CK
# Club Car 1510 & 1515 to Curtis 1268 Conversion
## Installation Instructions



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# Club Car 1510 & 1515 to
# Curtis 1268 Conversion

**Before starting proper eye protection is recommended. Additionally, the vehicle drive tires should be lifted off the ground, the key switch should be off, the Run/Tow switch should be set to Tow and the battery bank should be disconnected.**

Note: This conversion will not work with the 2009 model IQ system utilizing a Hall Effect throttle. Conversion to an MCOR accelerator is necessary for this conversion to function.

**Included Materials**

| QTY | Description | FSIP Part Number |
|---|---|---|
| 1 | 1268 Motor Control 500A w/ ClubCar Programming | 62-12685504CK |
| 1 | Conversion Harness | 62-12685504CKW |
| 1 | Walk-Away Harness | 62-FRPL-WH |
| 1 | Hardware Kit | 62-12685501CKH |

**Recommended Tools:**

- Socket wrench with 10, 11, and 14mm sockets
- 13mm wrench
- 5/32 Allen Wrench



**FIGURE 1**

**Factory Controller Removal: Mounting Style 1**

*Typically IQ and DS Systems*

1. Ensure the drive tires are securely lifted from the ground, the key is off, the run switch is off, and the battery is disconnected.
2. Remove the back cover over the motor. (Figure 1)
3. Remove the plastic controller cover.
4. Label the high current cabling on the controller. B+, M-, B-, F1, and F2 (Figure 2)
5. Disconnect the wire harness, F1 and F2 cables.
6. Remove the bolts from the B+, M-, and B- Cables.
7. Remove the three bolts from the controller heatsink and remove it from the mounting plate.

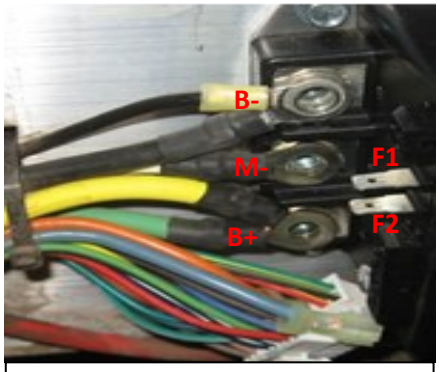



**FIGURE 2**

## Factory Controller Removal: Mounting Style 2

*Typically IQ2, Precedent, and Excel Systems*

1. Ensure the drive tires are securely lifted from the ground, the key is off, the run switch is off, and the battery is disconnected.
2. Remove the seat then disconnect and remove any batteries obstructing the aluminum plate at the back of the battery compartment. (Figure 3)
3. Pull the plastic guard out from above the control mounting plate along the top back edge of the battery compartment.
4. Remove the Torx screw securing the mounting plate to the frame. (Figure 4)
5. Pull the mounting plate forward and lift it up out of the slots on the floorboard.
8. Remove the 16 and 4 pin harness connectors then label the high current cabling. B+, M-, B-, F1, and F2 (Figure 5)
9. Remove the F1 and F2 cables then remove the bolts from B+, M- and B-.
10. Remove the Tow/Run switch from the plate.
11. Remove the three mounting bolts from the controller and pull it from the mounting plate

**NOTE: Some model years have a flange welded to the mounting plate that conforms to the 1515 controller's rear side. This will need to be removed before continuing installation.**

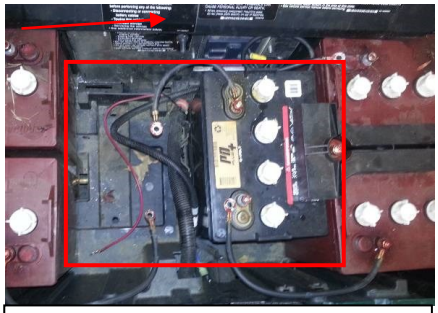


**FIGURE 3**



**FIGURE 4**

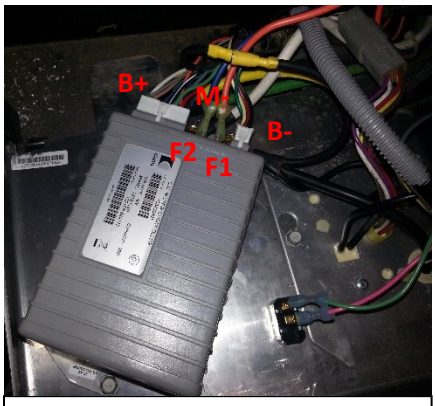



**FIGURE 5**

**Installing 1268 Controller**

1. Using the drill pattern found at the end of this procedure drill M6 holes at each corner into the mounting plate, ensure the existing cables will reach the controller's binding posts.
    a. For Precedent/Excel carts (mounting style 2) ensure the side of the controller placement does not interfere with the mounting tabs on the top or bottom of the plate.
2. Using the 4 Provided M6x30 Bolts 8 M6 flat washers 4 M6 Lock washers and 4 M6 nuts secure the controller to the mounting plate.
    a. For Precedent/Excel carts (mounting style 2) find a new location for the Tow/Run switch and drill a new mounting hole. There is typically space between the OBC and controller.
3. Cut the quick connect terminals off of the F1 and F2 cables, as close to the terminal as possible, and strip away approx. 1/8" of insulation.
4. Crimp the provided M6 ring terminals onto the stripped wires. (Figure 6)Plug the provided adaptor harness and handset extension harness into the 1268's J1, J2, and J3 connectors. Attach the large B- cable along with the ring terminal from the adaptor harness to the 1268's B- post with the provided M8 bolt washer and lock washer.
5. Attach the remaining high current cabling to the controller B+, M-, F1 and F2.
6. Plug the vehicle's factory 16 and 4 pin connectors into the adaptor harness.



**FIGURE 6**



7. Connect the walkaway relay's 2 pin connector to the adaptor harness's mating pigtail.
8. Optionally; find a location on the frame to mount the relay and fuse of the walkaway harness using the remaining M6 and M4 bolts and nuts. (Figure 7)
9. Remove the nuts from the main contactor's large posts and remove the precharge resistor. (Figure 7)
10. Attach the red and yellow wires from the walkaway harness to the contactor, one on each post, polarity does not matter. Re-tighten the nuts.

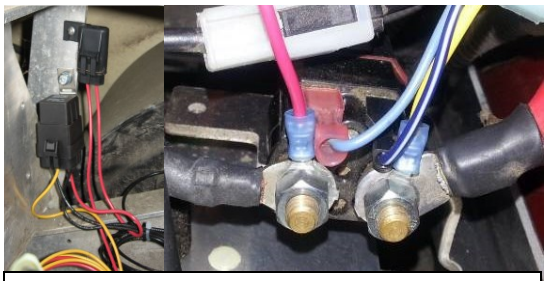


**FIGURE 7**

11. (Type2) Put the controller mounting plate back into place, reinstall the Torx screw, and push the plastic guard back into place.
12. (Type2) Re-install the previously removed batteries ensure the correct orientation and positive to negative connections.
13. Reconnect battery bank.
14. Re-install any removed outer covers on the cart body and the seat.
15. The charger may need to be plugged in for several seconds in order to reset the OBC.

