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Curtis 1206-HB to 1268 Conversion

Installation Instructions

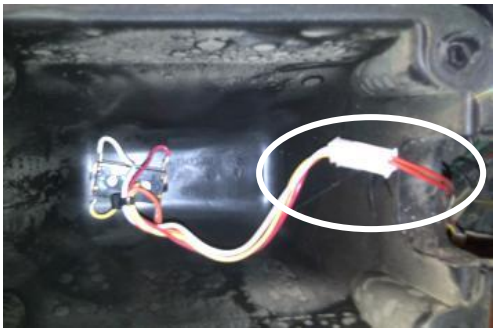
Contents: 500A Curtis controller, adapter harness, walk-away harness, hardware kit.

Before you start disconnect the 4 wires attached to the (Positive) + side of the battery.

A. Removing the original controller from the cart:

1. Remove the four - 10mm bolts holding the environmental cover over the original controller and remove cover.





2. Unplug the tow/run switch wiring harness from the environmental cover and set the cover to the side, the tow/run switch will be reused later.

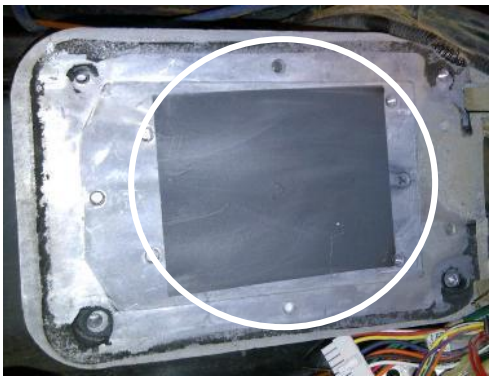


3. Carefully unplug all connections to the factory controller and remove the three – 13mm bolts securing the four large diameter wires. Save these bolts they will be reused when installing the new controller.



4. The factory controller is held in place by three - 10mm bolts, remove these and save them for later use, the factory controller can be removed from the vehicle.

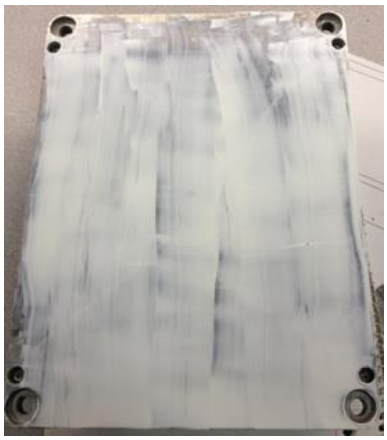
B. Mounting the new controller:



1. Using a rag and cleaner, clear any debris from the thermal pad to maximize thermal transfer.



2. Using the original controllers mounting bolts and holes mount the conversion plate to the vehicle heatsink.



3. Using a small scraper or razor blade, spread the three tubes of thermal compound (included) evenly over the new controllers heatsink.



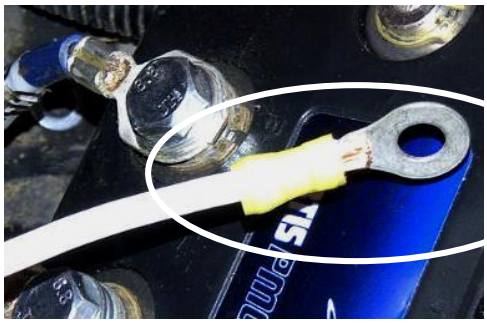
4. Using the four M6 bolts, washers, and lock washers (included) securely mount the new controller to the adapter plate previously installed.

C. Wiring the new controller:



1. Using the three 13mm bolts retained when the original controller was removed, securely fasten the four large diameter wires to the new controller.

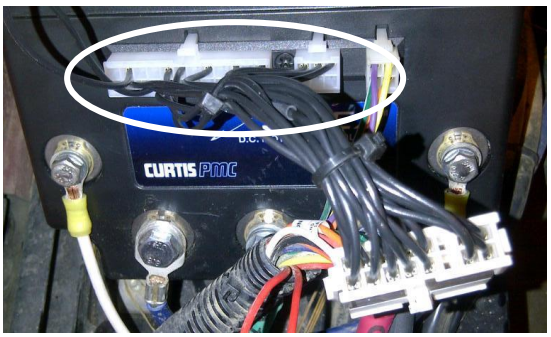
C from motor and CB+ from solenoid.
A1 from motor
CB- from battery



2. The new controller uses ring terminals instead of faston connectors for the field connections. Using a wire crimper and the two ring terminals (included) cut and re-crimp the black and white 10awg wires coming from the motor.



3. Using the supplied M6 bolts, washers, and lock washers secure the field terminals to the new controller. The white cable gets connected to the F1 connection the black cable to the F2 connection.



4. Insert the conversion harness into the new controllers 6 and 24 pin connectors.



5. Connect the 16 pin conversion harness plug and 16 pin original wire harness plug.

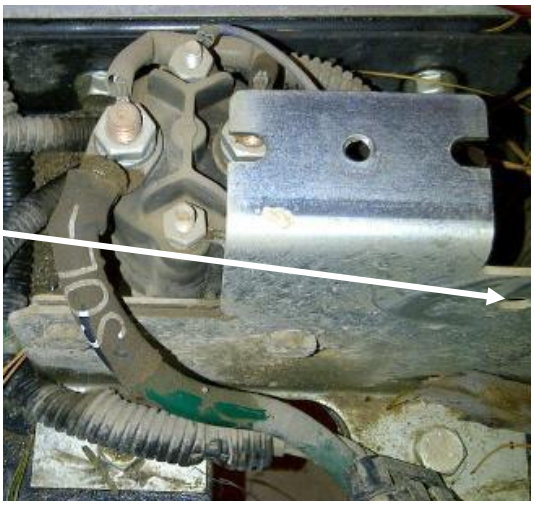
6. Insert the 4 pin original wire harness plug into the new controller.

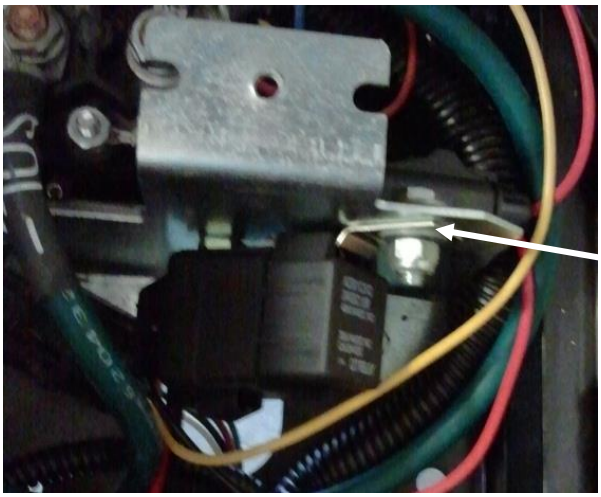




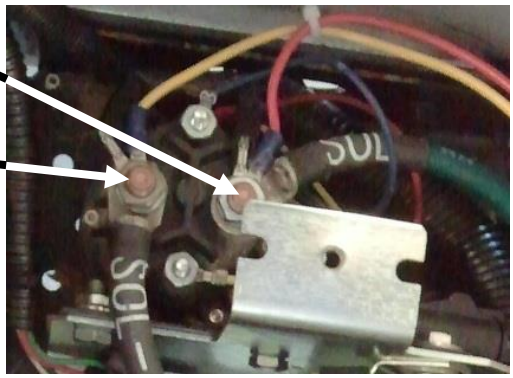
7. Remove the solenoid environmental protection cover.

8. We will be using an open hole on the solenoid cover mounting tab to fasten the walk-away relay and protection fuse.



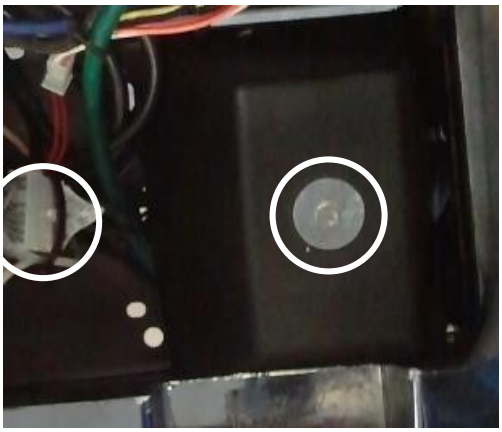


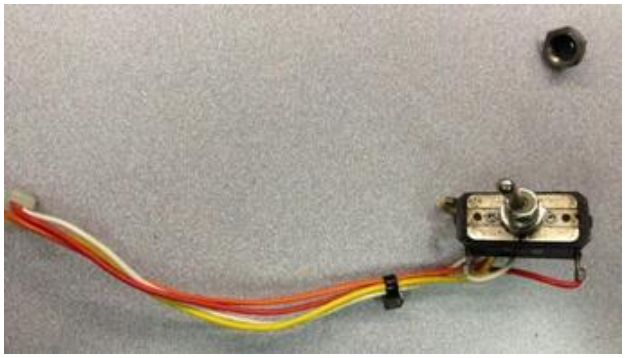
9. Using the supplied M5x20mm bolt, washers, lock washer, and nut attach the walk-away relay and fuse to the solenoid cover mounting tab as shown.



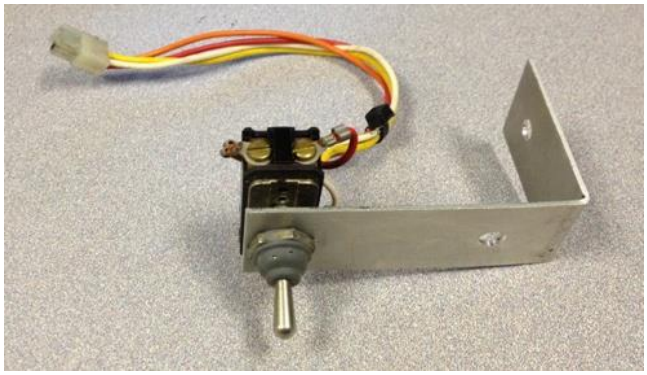
10. <u>Remove the pre-charge resistor</u> and connect the yellow wire from the walk-away relay to the SOL- terminal and the red wire from the fuse to the SOL terminal as shown.

11. Plug the two wire- four pin walk-away harness connector to the two wire- four pin conversion harness connector then re-install solenoid cover using original hardware.





12. Remove the tow/run switch from the original controllers environmental cover.



13. Re-install the tow/run switch in the new mount provided using the original hardware.



14. Mount the new tow/run switch mounting plate using an open hole in the vehicle frame right above the new controller using the included M6x25mm bolt, washer, lock washer, and nut.



13. Re-connect the four pin plug of the tow/run switch to the four pin plug on the original vehicle wiring harness (two red wires.) At this point the installation is complete, use any remaining wire ties to secure wiring and reconnect the four wires taken off the battery in step one.