FLIGHT SYSTEMS
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EZ-GO
1206 MX to
Curtis 1268 Conversion

Installation Instructions

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Before you start…turn Tow/Run switch to Tow and disconnect the + side of the battery.

Parts List

Qty	Description	FSIP Part Number
1	Motor Control	62-12685502EKP
1	Wire Harness	62-12685502EKPW
1	Adaptor Plate	62-12685502EKPP
1	FSIP Hardware Kit	62-12685502EKPH
1	Installation Instructions	62-12685502EKPI

Recommended Tools:

1. 1/4” drive wrench with 6” extension
2. 7, 10, 11, 13 and 14mm sockets
3. 7, 10, 13 and 16mm combination wrench
4. 5/32 Allen wrench

A. Removing 1206 MX:

1. Jack up rear end of car, making sure that both wheels are off the ground
2. Make sure the key switch is off and the Tow/Run switch is in the Tow position.
3. Disconnect the battery positive cable at the terminal.
4. Remove the motor control cover (**Figure 1**) by removing the four mounting bolts (10mm socket). Follow the Tow/Run switch wires to the control and then unplug the connector (**Figure 2**).

Figure 1

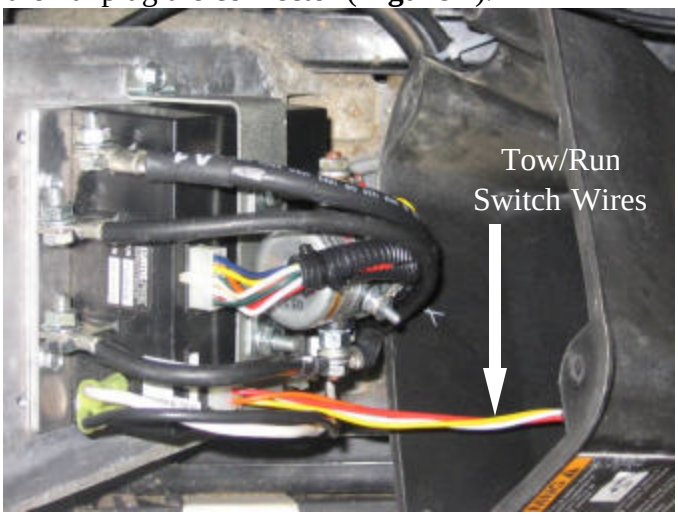
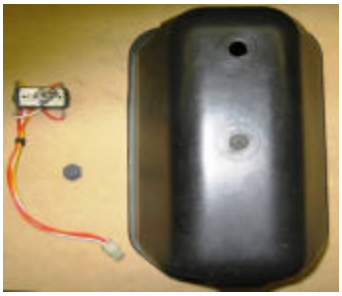


Figure 2

5. Remove the Tow/Run switch (16mm wrench) from the cover (the switch will be reinstalled on a new bracket later). Note which way the switch is oriented.

Figure 3



Tow/Run switch, mounting nut, and cover after disassembly

6. Disconnect all remaining connectors on the control.
7. Disconnect the motor wires (A1, B-, B+, F1 (white wire) and F2 (black wire)) from the control (13mm wrenches, 1/2 inch wrench will also work).
8. Remove all terminals from the post of the contactor (13mm wrench). The short wire (B+) will be reinstalled to this post later. Keep the lock washer and nut (**Figure 4**). Remove the pre-charge resistor completely (it is not used with the new control)
9. Remove the two nuts holding the contactor onto the bracket (11mm socket), and move contactor out of the way (**Figure 4**).
10. Remove the two bolts (10mm socket) holding the contactor bracket to the heat sink and pull bracket out of the cart. This bracket will be reinstalled later. (**Figure 4**)
11. Remove the three bolts (10mm) that mount the control to the heat sink for use in step B.10.

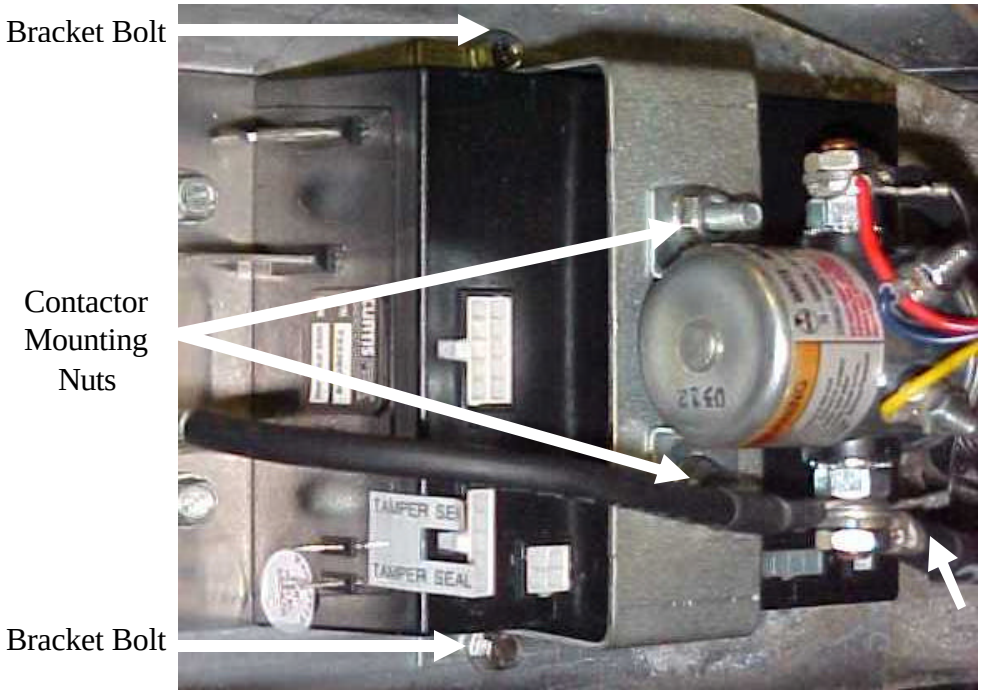


Figure 4

B. Installing the 1268 control:

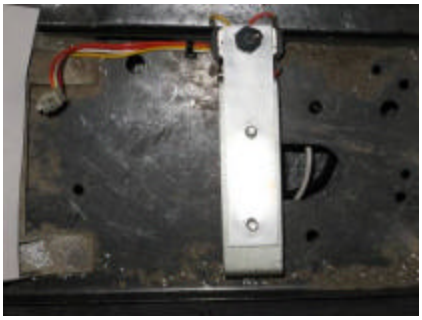
1. Install the Tow/Run switch (16mm wrench) onto the rectangular plate supplied with the kit (**Figure 8**).

Figure 8

2. Install the contactor bracket onto the floor pan in front of the control. There are holes in the floor pan in which the bracket can be mounted with a 6MMx20 bolt, two 6MM washers (for top and bottom), a 6MM lock washer, and a 6MM nut (**Figure 9**).
3. Slide the switch assembly onto the contactor bracket with the switch on the battery side of the control (**Figure 10**).

Figure 9

Figure 10



4. Slide the contactor back into position with battery + on the Contactor towards the batteries and reinstall the contactor nuts with the 11mm socket (**Figure 11-D**).
5. Bolt the Walkaway relay to the bottom hole in the bracket using the 6MMx14 bolt, Walkaway relay, flat washer, lock washer and nut (**Figure 11-B**).
6. Bolt the Walkaway fuse to the top hole in the bracket using the 4MMx10 bolt, Walkaway fuse, lock washer and nut (**Figure 11-A**).
7. Bolt the yellow and red ring terminals from the Walkaway harness to either side of the Contactor (**Figure 11-C**). Zip tie all loose Walkaway harness wires.

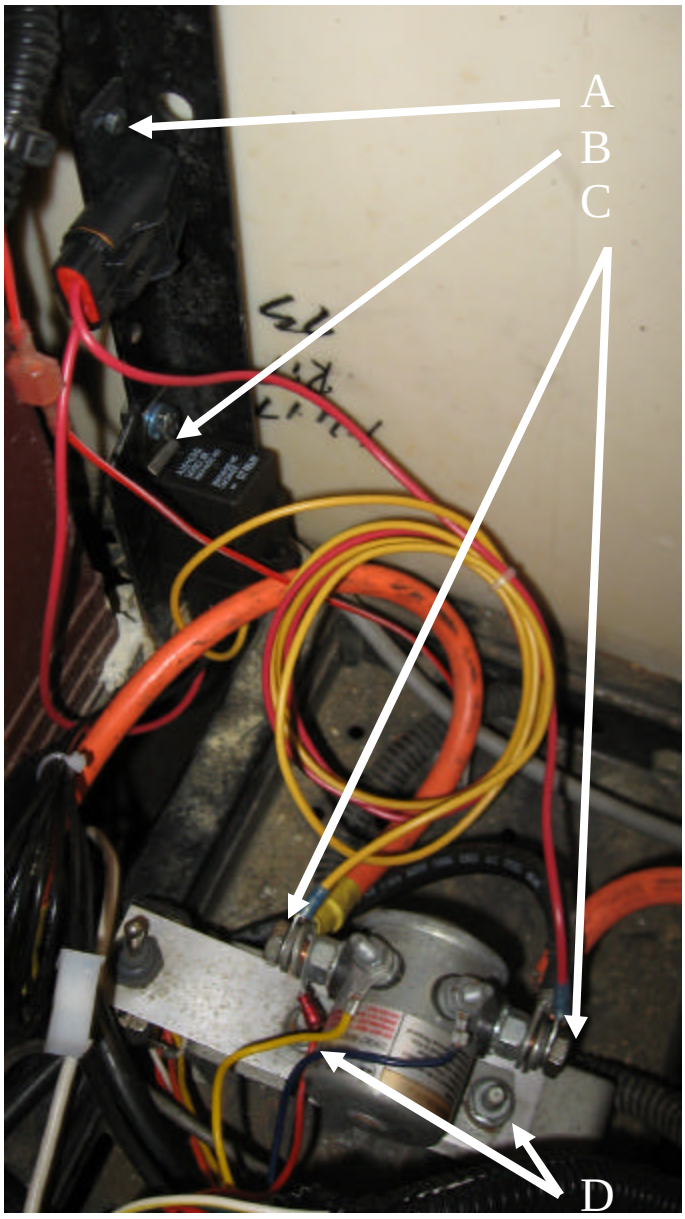


Figure 11

8. Hold the adaptor plate with the recessed holes facing towards you, so that the head of the three center screws will not stick above the plate when installed.
9. Position the plate flat on the heat sink so the three center holes line up with the existing holes.
10. Use the 10mm screws that were removed in step A.11 and hand tighten them through the adaptor plate and into the heat sink.
11. Torque the three screws. Note: the screw heads can not stick above the adaptor plate surface (**Figure 12**).
12. Place the 1268 control on the adaptor plate, oriented with the terminals up.
13. Line up the mounting holes and hand tighten a 6MMX20 screw and flat washer in to each corner of the adaptor plate. Do not fully tighten any screws until all of them are in.
14. Finnish tightening all four screws.
15. Connect the cable from the controller side of the contactor to the B+ post on the 1268 control using the mounting bolt from the Hardware Kit bag.

Figure 12

16. Connect the cable from the negative battery terminal to the B- post on the 1268 control using the mounting bolt from the Hardware Kit bag.
17. Connect the negative Motor cable to the M- post on the 1268 control using the mounting bolt from the Hardware Kit bag.
18. Cut the connector off of both field wires and strip 3/8 inch (10mm) of the sheath off of the end.
19. For both wires place the yellow ring terminal on the end and crimp it (**Figure 13**).
20. Connect the Field 1 (F1 as labeled on the motor) terminal to the F1 post on the 1268 control using the mounting bolt from the Hardware Kit bag.
21. Connect the Field 2 (F2 as labeled on the motor) terminal to the F2 post on the 1268 control using the mounting bolt from the Hardware Kit bag.
    Note: if the vehicle direction is reversed first check the F1 and F2 posts to make sure they are not switched (**Figure 14**).
    Note: arrange cables as shown to avoid the NCZ.

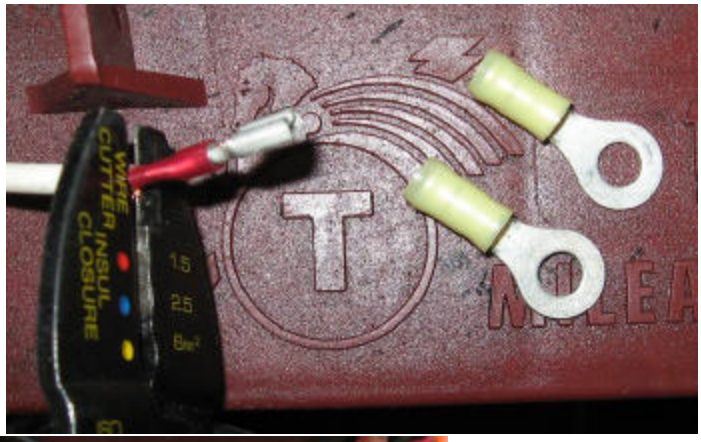


Figure 13

NCZ- No Cable Zone

Figure 14

22. Connect the adaptor harness to the 1268 controller J1 connector (**Figure 15**).
23. Connect all of the vehicle connectors to the adaptor harness.
24. Connect the 3 wire adaptor harness to J2 on the 1268 control and to the vehicle encoder.
25. The freedom plug has been installed in the 5 pin J2 performance connector for higher speeds.

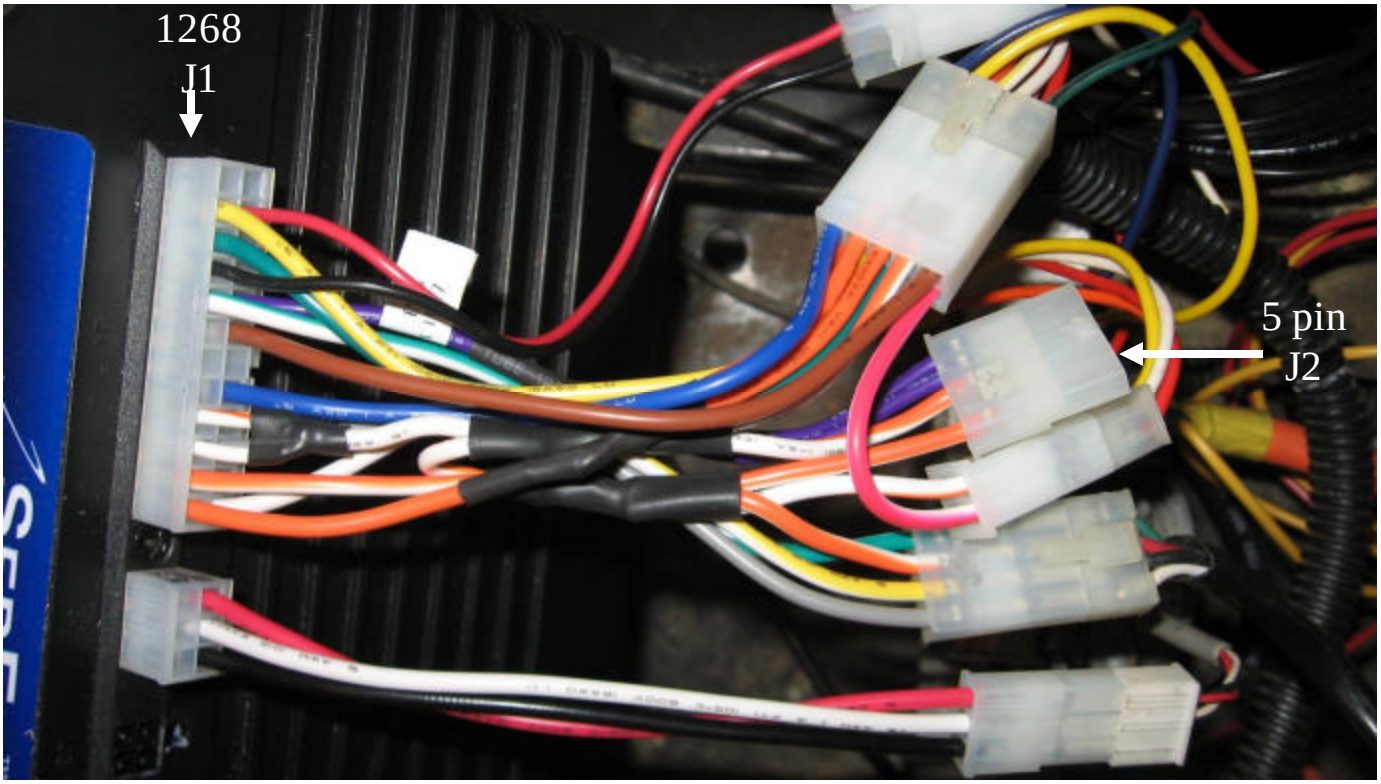


Figure 15

26. Reconnect the positive battery cable from the Contactor to the battery.