



Kinetek KCCA0004 to Curtis 1266 Conversion

Installation Instructions





Kinetek KCCA0004 to Curtis 1266 Conversion



Installation Instructions 2007 and 08 cart with a Black wire harness

Qty	Description	FSIP Part Number
1	Motor Control	76-1266-5201
1	Wire Harness	62-FRPL-AH
1	FSIP Hardware Kit	62-FRPL-HW
1	Installation Instructions	62-FRPL-AO

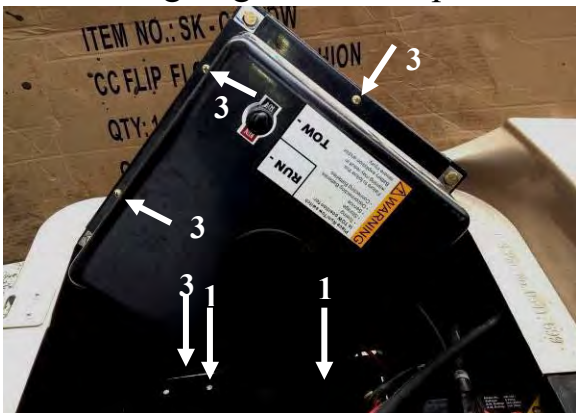


Before you start...disconnect the (Positive) + side of the battery.

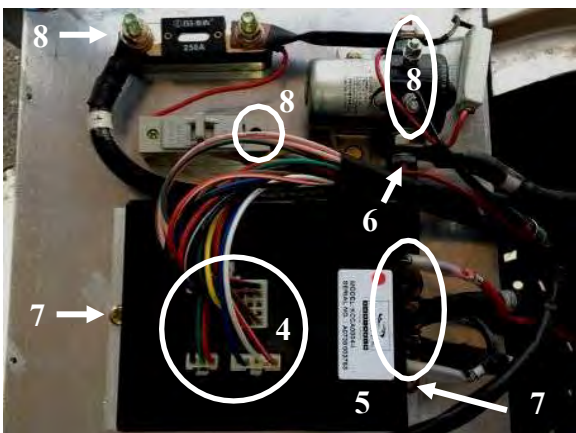
Items in kit: 2 wire harness adapters, 6ft 18ga black wire, 1 Butt splice, 1 Ring terminal, 10 wire Ties, 2 screws, 2 nuts, and 3 tubes of thermal grease.

Tools needed: 10mm and (2) 13mm sockets or wrench's, Allen key set, Philips screwdriver, .196 (#9) Drill bit and an M6 X 1 Tap.

Removing original control panel and control from the cart:



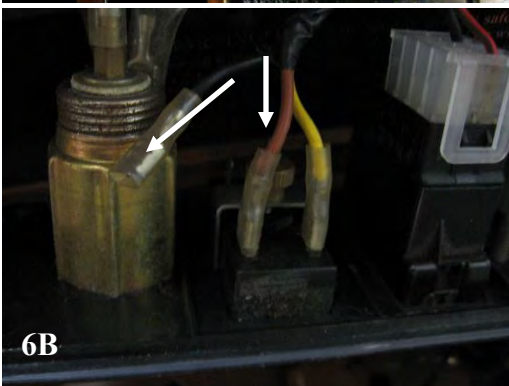
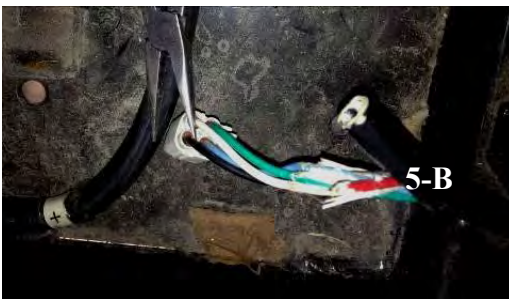
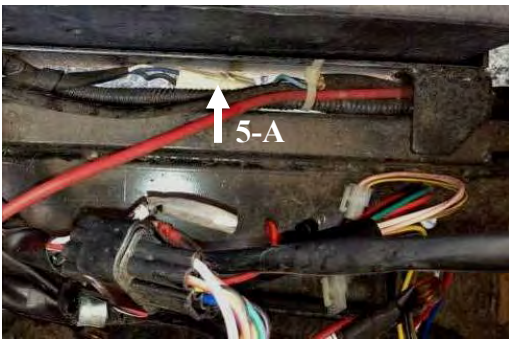
1. The control Panel Assembly is held in place by two M8 bolts
 - a. The bolts are located behind the panel and the nuts are located under the vehicle.
2. When pulling the panel assy. from its compartment; be sure to stay clear of the battery studs.
3. Remove the 4 screws from the plastic cover and remove cover.



4. Remove the 5 Molex connectors from the top of the control.
5. Remove the 3 Allen screws from the buss bars of the control.
6. Remove the M8 nut from the buss bar side of the contactor. Remove buss bar.
7. Remove the 3 Phillips head screws securing the control to the panel. Remove old control.
8. Remove harness connections to the solenoid and the diode to the fuse block. Remove screw holding the harness to the panel. (Label these wires when removing them; they will have to be reattached later).
9. The panel can now be removed from the cart with no restrictions.

Installing the 1266 control:

1. Using the supplied drill pattern drawing, drill and tap the 2 holes indicated.
2. Using a clean towel, clean ALL debris and old heatsink compound from the heatsink surface.
3. Apply a fresh thin coat of heatsink compound to the heatsink of the 1266 control.
4. Install control on the heatsink plate. Torque screws to 12-16 inch pounds.

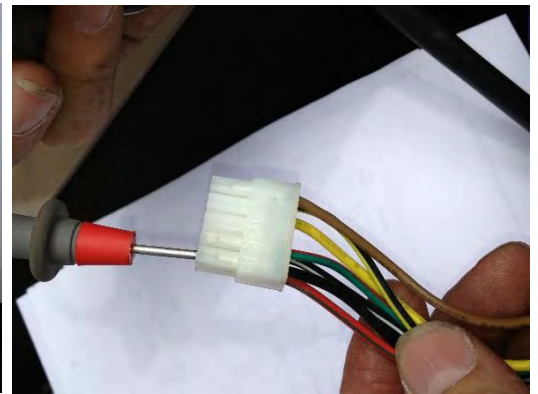


5. The original control uses a 2 wire accelerator. The Curtis 1266 control being installed uses a 3 wire accelerator; the vehicle accelerator harness must be modified to work properly.
 - a. There is a 4 pin connector at the bottom of the compartment that connects the accelerator harness into the main harness. Disconnect this.
 - b. The 4 wire black cable that is coming from the accelerator or from under the vehicle has a 5th (Red) wire buried deep inside. Strip off the sheathing holding the wires together to approximately 2 inches or until 1 inch of a red wire is exposed.
 - c. Step 15 shows the adapter harness, plug the side labeled vehicle harness in the picture into the vehicle harness. Run the wire labeled "ACC" from the adapter harness, along the original vehicle harness to the red wire, cut to length. Crimp the supplied butt splice between this wire and the red wire from the accelerator.
 - d. Reconnect the 4 pin accelerator plug.
6. The original control uses B- inputs whereas the Curtis 1266 control requires B+ inputs. We will need to run / add a wire from the BDI (Battery Discharge Indicator) for it to work properly.
 - a. Remove the 4 screws securing the dash cluster in place
 - b. Remove the #2 wire from BDI display (This may be a blue or a black wire) and connect the supplied wire to where this wire was removed.
 - c. Run the wire along the vehicle harness to the B- post on the battery. (you will install this wire on step 14)
 - d. Cut wire to the required length. Strip approximately ¼ inch of insulation and crimp the supplied ring terminal on the wire

7. Use the supplied wire ties to secure the new / additional wires to the vehicle harness.
8. Install the buss between the B+ of the control and the contactor. Tighten down the bar with the original hardware.
9. Secure the M-, F1, and F2 cables to the control.
10. Connect the B- ring terminal from the conversion harness, and the B- cable from batteries, to the B-bar on the control.
11. Reconnect the wires that were removed from the contactor and fuse block. Re-secure harness to panel.



12. There are 4 wires currently installed on the B- post on the battery; 2 are smaller gauge wires. We will need to move one of the smaller cables to the B+ post.
 - a. Remove the nut holding these wires to the post and remove wires.
 - b. With a volt ohm meter set to resistance (Ohms), measure Pin 1 of the 10 pin connector on the vehicle harness to one of the smaller cables to see if it measures a short. If it does not, measure the other smaller cable.
 - c. The cable that measures a short to Pin 1 will need to be moved to the B+ post at step 18.



13. Secure the existing wires and the ring terminal added on step 6 to the B- post.
14. Connect the 2 harness adapters between the vehicle harness and the control.



15. Install tow / run switch back in cover, and install cover back over the panel.
16. Install panel back into the compartment.
17. Secure the wires back to the B+ post, including the one that was moved from the B- post.



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Installation Instructions 2008 and 09 cart with multi color wire harness

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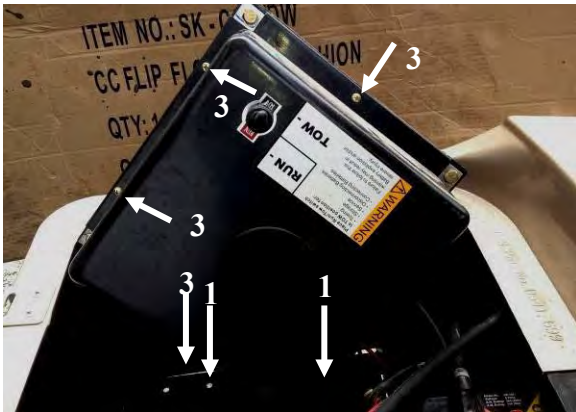


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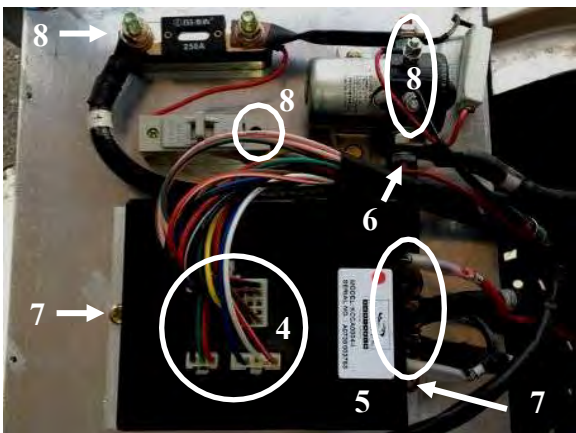
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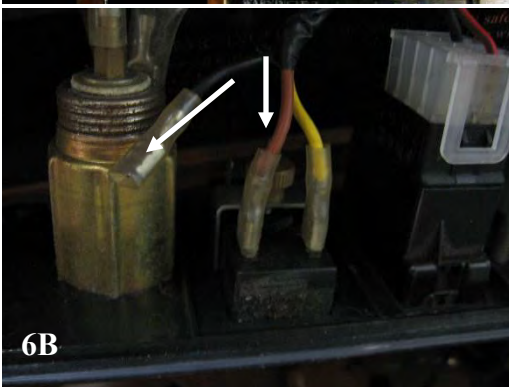
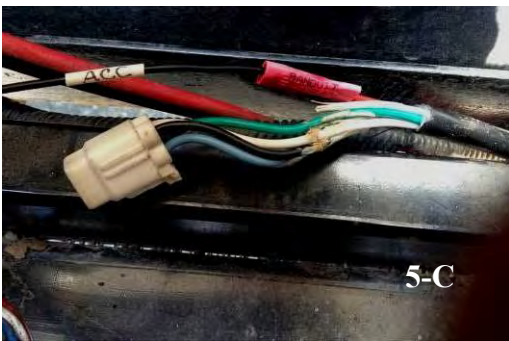
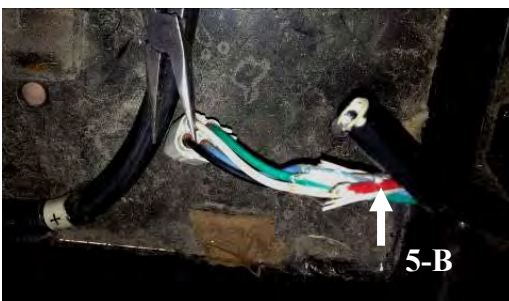
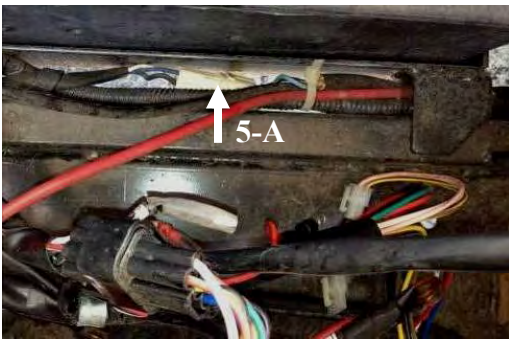
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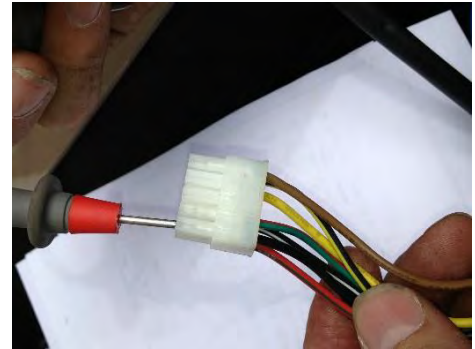


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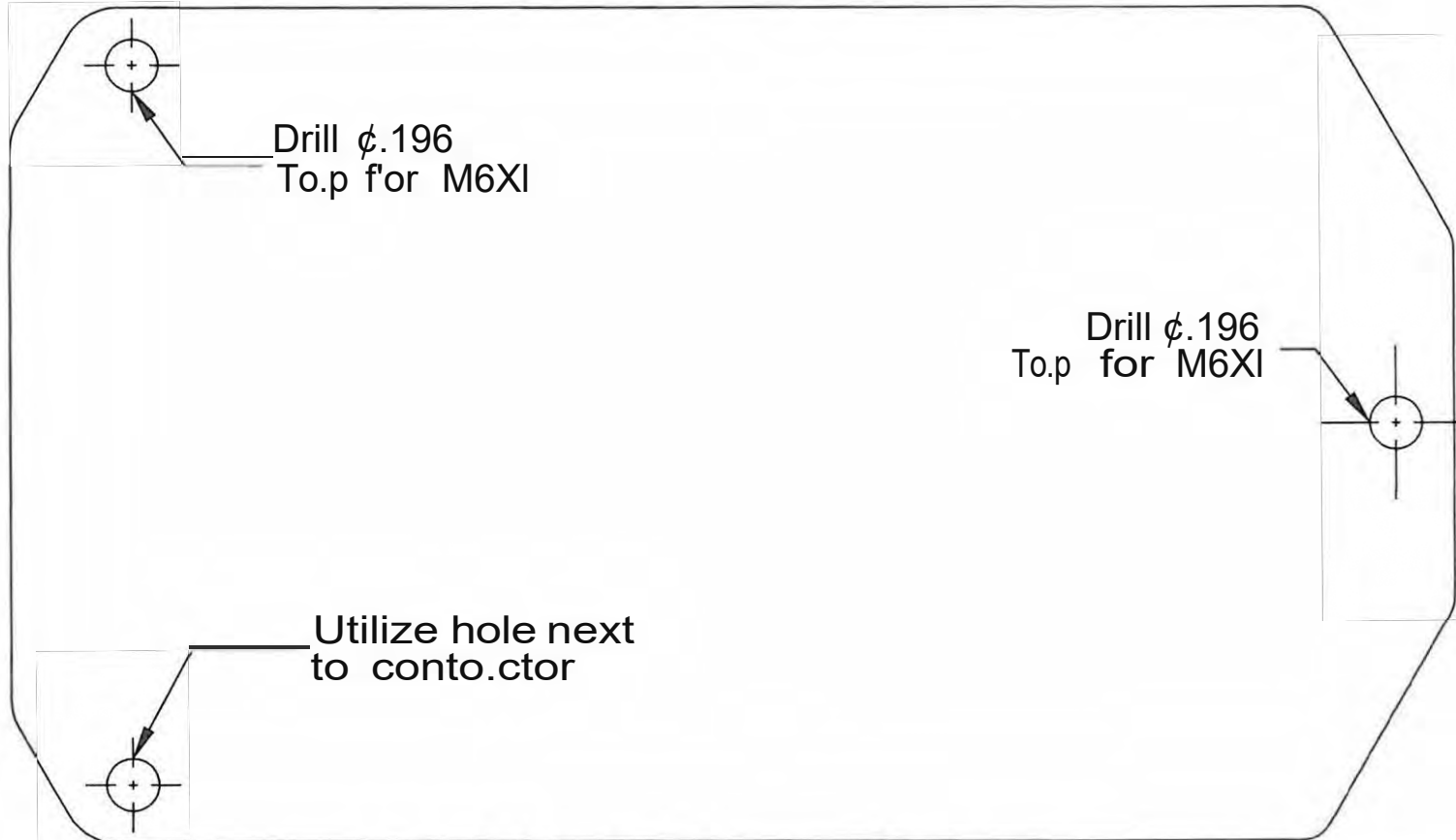
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REVISIONS			
REV	DESCRIPTION	DATE	APPROVED



 INDUSTRIAL PRODUCTS 1015 HARRISBURG PIKE CARLISLE PA 17013 PHONE:717-254-3747 FAX:717-254-3777		TITLE			
		Drill layout for Kinetek to 1266 conversion			
DRAWN David Freet	DATE 11/8/11	SIZE A	FSCM NO.	DWG NO. 62-FRPL-A0-400	REV 01
CHECKED	DATE	SCALE	www.fsip.biz	SHEET	