

REMOVING AND INSTALLING INSTRUMENT CLUSTER

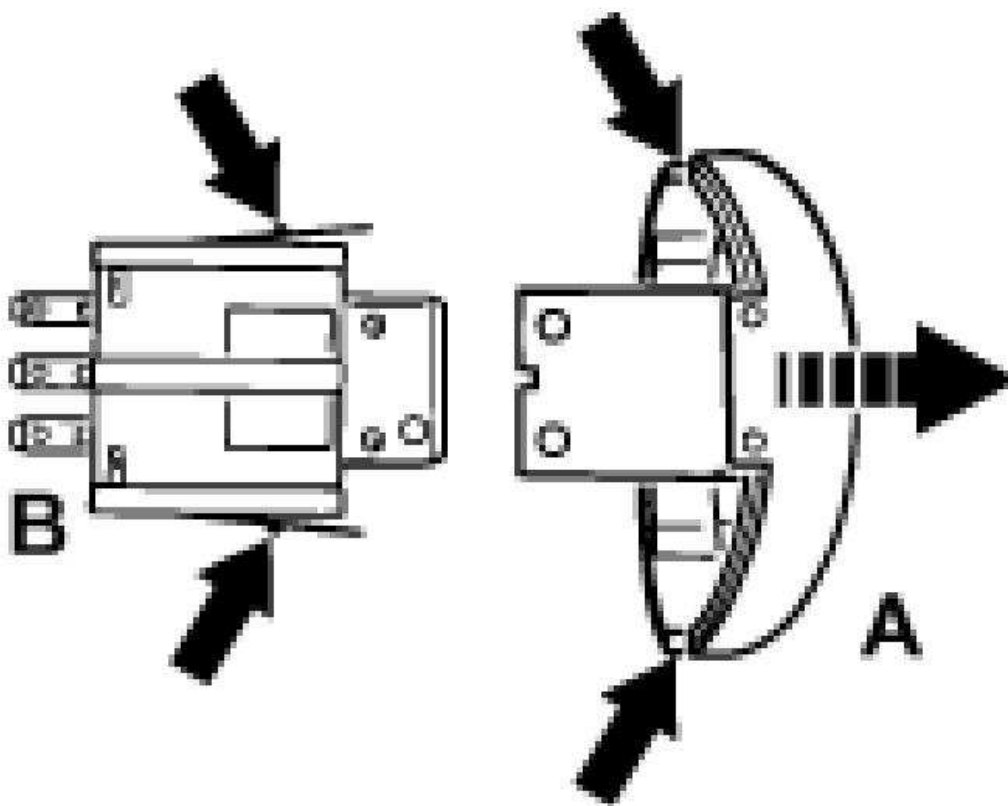
REMOVING INSTRUMENT CLUSTER

NOTE: If the vehicle is equipped with a handsfree telephone, disconnect the microphone plug connection instead of the dummy plug!

1. Disconnect the battery and cover terminal or battery.
2. Switch on the hazard warning light switch (button comes out).

On the sides of the button, there are small openings that project beyond the dashboard insert.

3. Insert two small screwdrivers into the openings and pull off the button **-A-** towards the front. See [Fig. 1](#).



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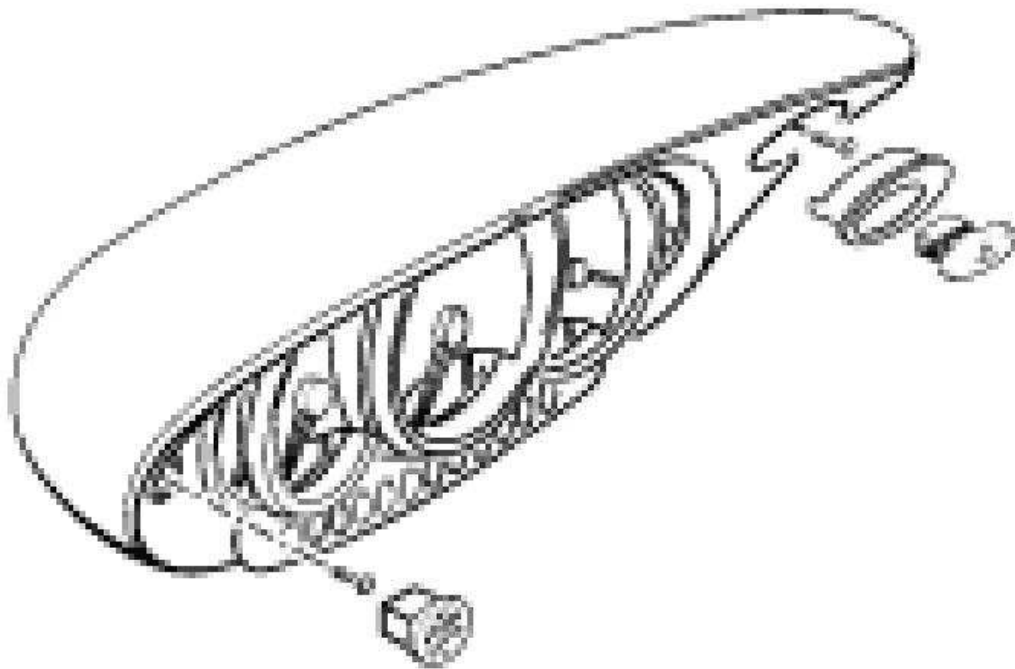
Fig. 1: Removing Hazard Warning Light Switch Button

Courtesy of **PORSCHE OF NORTH AMERICA, INC.**

4. Unclip the collar from the dashboard insert.

The hazard warning light switch **-B-** is held in the dashboard insert by two locking hooks. See **Fig. 1**.

5. Press the right locking hook towards the switch, grip the button holder with a pair of pliers and pull out the switch towards the front.
6. Undo 5.0 x 30 Torx screw on the dashboard insert.
7. Pull off plug on the left side and undo the 5.0 x 30 Torx screw.



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Fig. 2: Pulling Off Plug On Left Side
Courtesy of **PORSCHE OF NORTH AMERICA, INC.**

8. Unclip the dashboard insert and disconnect the electrical plug connections.
9. Detach the instrument cluster from the dashboard insert and remove it.

INSTALLING INSTRUMENT CLUSTER

1. Engage electrical plug connections and fasten the dashboard insert on the dashboard.
2. Install hazard warning light switch.
3. Press button **-A-** onto the hazard warning light switch **-B-** until the button is heard to engage. See **Fig. 1** .
4. Connect the battery and perform a function test.
 - If a new instrument cluster has been installed, it must be coded.

CODING THE INSTRUMENT CLUSTER

NOTE:

- As of model year '01, the tolerance of the speed display has been restricted. This was achieved by changing the software ("K-number") on the instrument cluster and PCM control module. The "K-number" varies depending on vehicle type and country equipment.
- The reason is as follows: different displays of the total mileage and the fuel consumption/average consumption in the instrument cluster and the PCM control module.
- Therefore, in the case of repairs, the K-number in the instrument cluster must be corrected with the Porsche System Tester 2 (PST2) after the installation of a new instrument cluster in vehicles as of model year '01. > If this correction is not carried out, conflicting values for the total mileage and fuel consumption/average consumption will be displayed on the instrument cluster and the PCM control module when in driving mode.

PROCEDURE FOR CODING THE INSTRUMENT CLUSTER

1. Connect the PST2 to the diagnostic socket; switch on the PST2 and the ignition.
2. In the menu "Control units", select *Instrument cluster*
3. In the function selection, select *Coding*.
4. Select menu item *Country coding*.
5. Select the respective country and code with F8 key. The other menu items are described in **CONTROL UNIT REPLACEMENT** .

NOTE: In general, the K-number is adjusted when coding the instrument cluster. However, this point must be checked again when coding is complete, as described under PROCEDURE for changing the "K-number" in the instrument cluster (as of PST2 software 13.0):

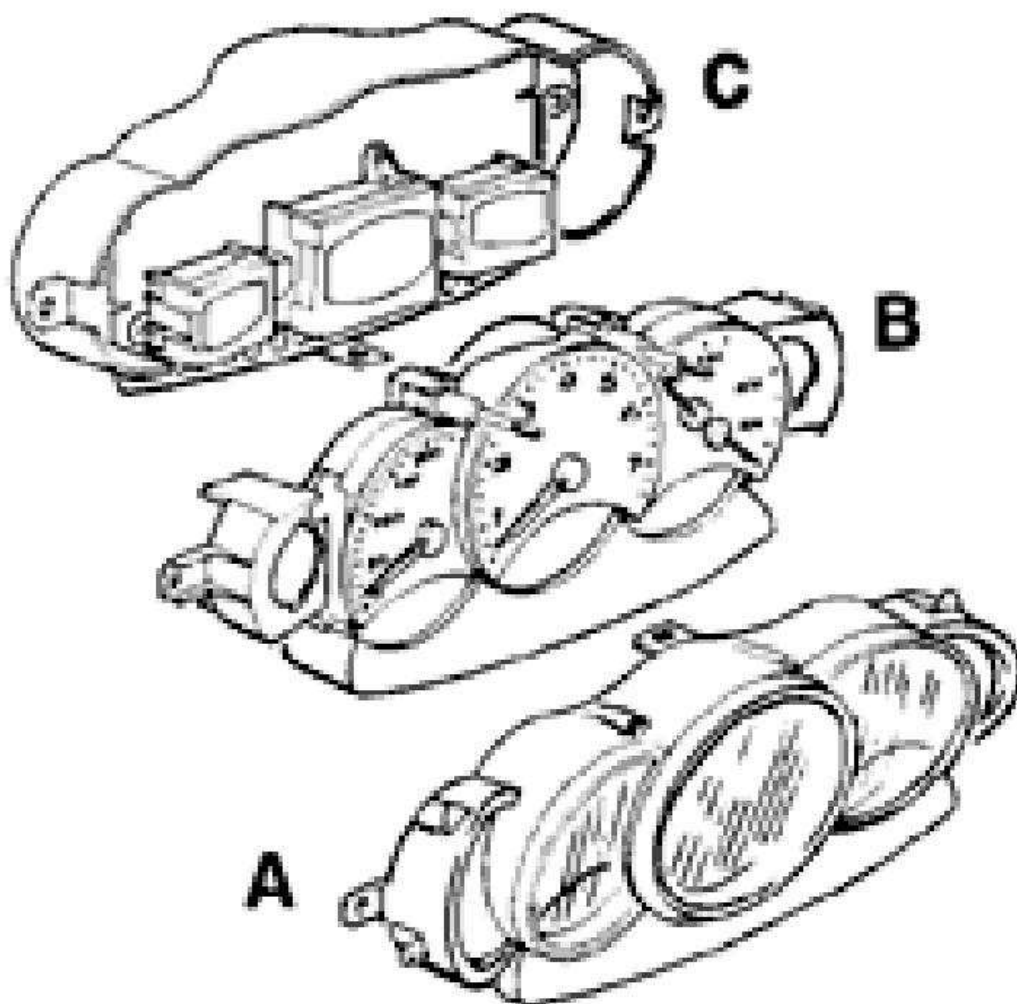
PROCEDURE for changing the "K-number" in the instrument cluster (as of PST2 software 13.0):

6. In the function selection, select *Synchronize K-number*.
7. Start the function using the key >>.
8. After the function has been successfully performed in the instrument cluster, the message *K-number synchronized* or the message *K-number updated* appears in the Tester display. If the K-number is not updated, a connection to the PCM is set up automatically. The message *Connecting to PCM* appears.

9. Then the message *Function successfully completed* appears.
10. Return to the Start menu with the button ESC, switch off the PST2 and disconnect from the diagnostic socket.

DISASSEMBLING AND ASSEMBLING INSTRUMENT CLUSTER

NOTE: • The instrument cluster can be disassembled into three components.



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Fig. 3: Identifying Instrument Cluster

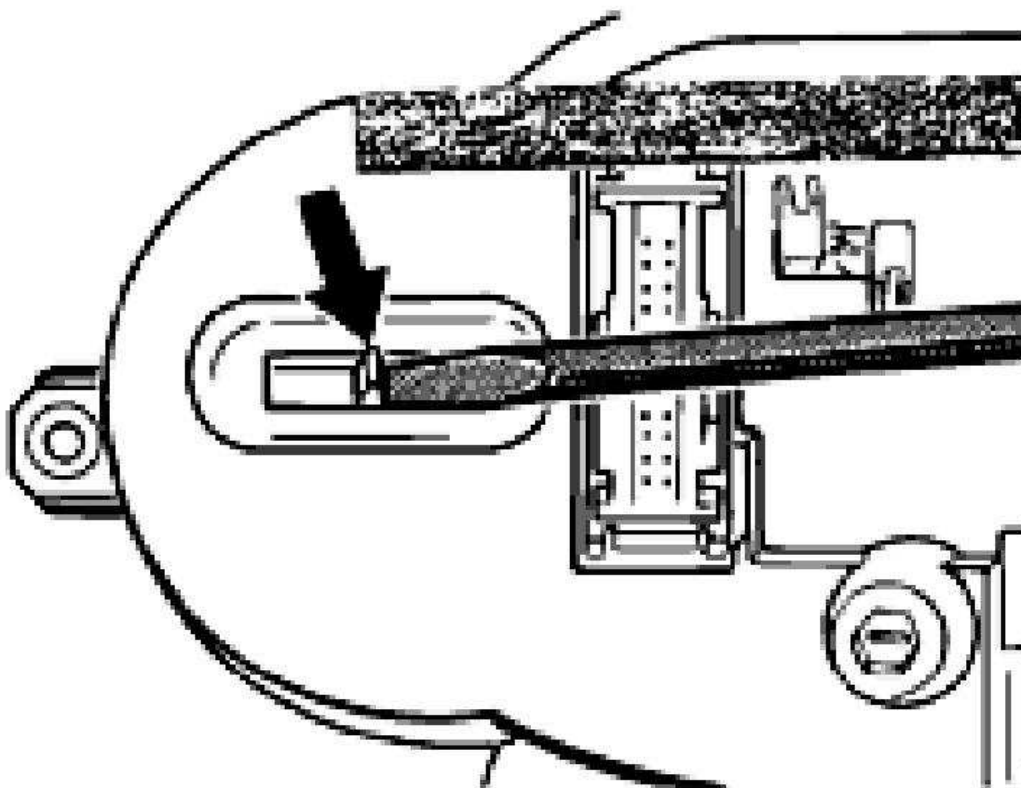
Courtesy of PORSCHE OF NORTH AMERICA, INC.

- A. Front frame
- B. Display unit C
- C. Electronic unit

The instrument cluster must be laid on a soft, dust-free surface to open it. When the instrument cluster is open, no dial or solder joints on the display unit and electronic unit should be damaged or touched.

OPENING INSTRUMENT CLUSTER

1. Remove adjusting knob for clock and daily trip mileage display.
2. Remove sheetmetal braces from the fastening eyelets on the left and right.
3. Release the electronic unit on both sides with a screwdriver (do not tilt).



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Fig. 4: Releasing Electronic Unit On Both Sides With Screwdriver
Courtesy of PORSCHE OF NORTH AMERICA, INC.

4. Unclip the electronic unit at the bottom center. The released green guide tabs are held outwards with a screwdriver. The electronic unit is taken up off of the display unit evenly on alternate sides.
5. Remove fastening clips (new version) on the indicator light housing and carefully remove the display unit from the front frame.

ASSEMBLING INSTRUMENT CLUSTER

1. Carefully assemble display unit and front frame. Engage fastening clips (new version).
2. Before assembly, check that both green guide tabs on the electronic unit are pushed outwards.
3. Assemble the electronic unit and display unit carefully and evenly (do not tilt). Engage fastening clip underneath in the center. Press the locking tab in the upper part of the electronic unit together and into the front frame holder.
4. Press both green guide tabs inwards over the contact plugs with a screwdriver (do not tilt).
5. Press the sheetmetal braces on the left and right over the fastening eyelets.
6. Replace adjusting knob for clock and daily trip mileage display.