



## SOFTAIL DASH AND IGNITION RELOCATION KIT

### INCLUDED IN BOX:

Dash	Dash Trim
Dash Mounting Hardware	Instructions
Ignition Relocation Bracket	

### QUESTIONS?

 **EMAIL:**  
[info@getklocked.com](mailto:info@getklocked.com)  
 **CALL:** (605) 996.3700

**WE RECOMMEND THAT THIS DASH BE TEST FIT IN BEFORE IT IS PAINTED OR POWDER COATED.  
 YOU ARE DEALING WITH RAW MATERIALS IN A KUSTOM APPLICATION. THE TIME SPENT TEST FITTING THE DASH IS FAR BETTER THAN  
 FINDING A FITMENT PROBLEM AFTER THE DASH HAS BEEN PAINTED**

### STOCK DASH REMOVAL:

1. Remove the seat and disconnect the negative battery cable
2. Remove the stock dash and disconnect the stock gauge and ignition switch from the main wire harness. The stock hardware will not be reused.
3. Remove the speedometer and ignition switch to be reinstalled with the kit
  - a. Release the plastic retainer from the speedometer and remove it from the dash
  - b. Remove the 4 fasteners on the ignition switch and set it aside
4. Fit the stock speedometer into your new Klock Werks dash
  - a. Using a lubricant, install the black rubber gasket into the new dash
  - b. With the gauge aligned properly in the dash, use the stock plastic retainer to hold the gauge firmly in place
5. Install the dash trim and insert the hardware into the threaded bung on the underside of the dash and set the dash assembly aside until the "dash adjustment and installation"

**NOTE:** Due to inconsistencies we have experienced in powder coating and cut profile of the Harley Davidson motor mount, it may be necessary to clearance the bottom edge of the motor mount a bit for a proper fit. If you have a 2007 model softail, HD has changed the profile of their motor mount tab. You may choose to either clearance it to fit our relocation bracket to clear it that way.

### SWITCH INSTALLATION:

1. Remove the fuel tank
  - a. Either drain the fuel or clamp off/remove the fuel lines
  - b. Unplug the fuel gauge
  - c. Remove the vent hose
  - d. Remove fuel tank fasteners and set tank aside
2. Remove the stock horn and rubber bushing from the top motor mount
3. Locate the ignition switch connector. Label and remove the terminals from the connector with a small flat blade screwdriver

## INSTRUCTION SHEET

4. One at a time, pull the three red wires back through the wire loom to the open loom location at the top motor mount
5. Use conduit or heat shrink to cover the ignition wires
6. Reinstall the terminals into the connector removed in step 3
7. Route the ignition wires in behind the top motor mount and underneath to a location just between the cylinders
8. Install the ignition switch into the relocation bracket using the same four screws which held it into the stock dash.
9. Fasten the bracket to the top motor mount where the horn used to be using the supplied chrome hardware in the kit.
10. Use zip ties to secure the ignition wires along the backbone

**NOTE:** If you are choosing to relocate your horn this is a good stage to do so while the fuel tank is still removed

### DASH ADJUSTMENT AND INSTALLATION:

1. Reinstall the fuel tank
2. The button head of the supplied bolt will lock into the fuel tank in the stock dash mount location.
3. That bolt and nut are adjustable to help match up to your fuel tank as nicely as possible so you will need to fit the dash a few times to get the stud set to the correct height.
4. When you have the height set in the correct place, lock the bolt in place with the nut
5. Reinstall the harness under the dash and fasten the tail down to the tank with the hardware removed from the stock panel
6. Reconnect the negative battery cable and test the electronics.

**NOTE:** This relocation kit removes the stock horn from its factory location. You may be required by your local laws to have a horn on your motorcycle to make it street legal. A replacement horn may be necessary and should be available through Drag Specialties