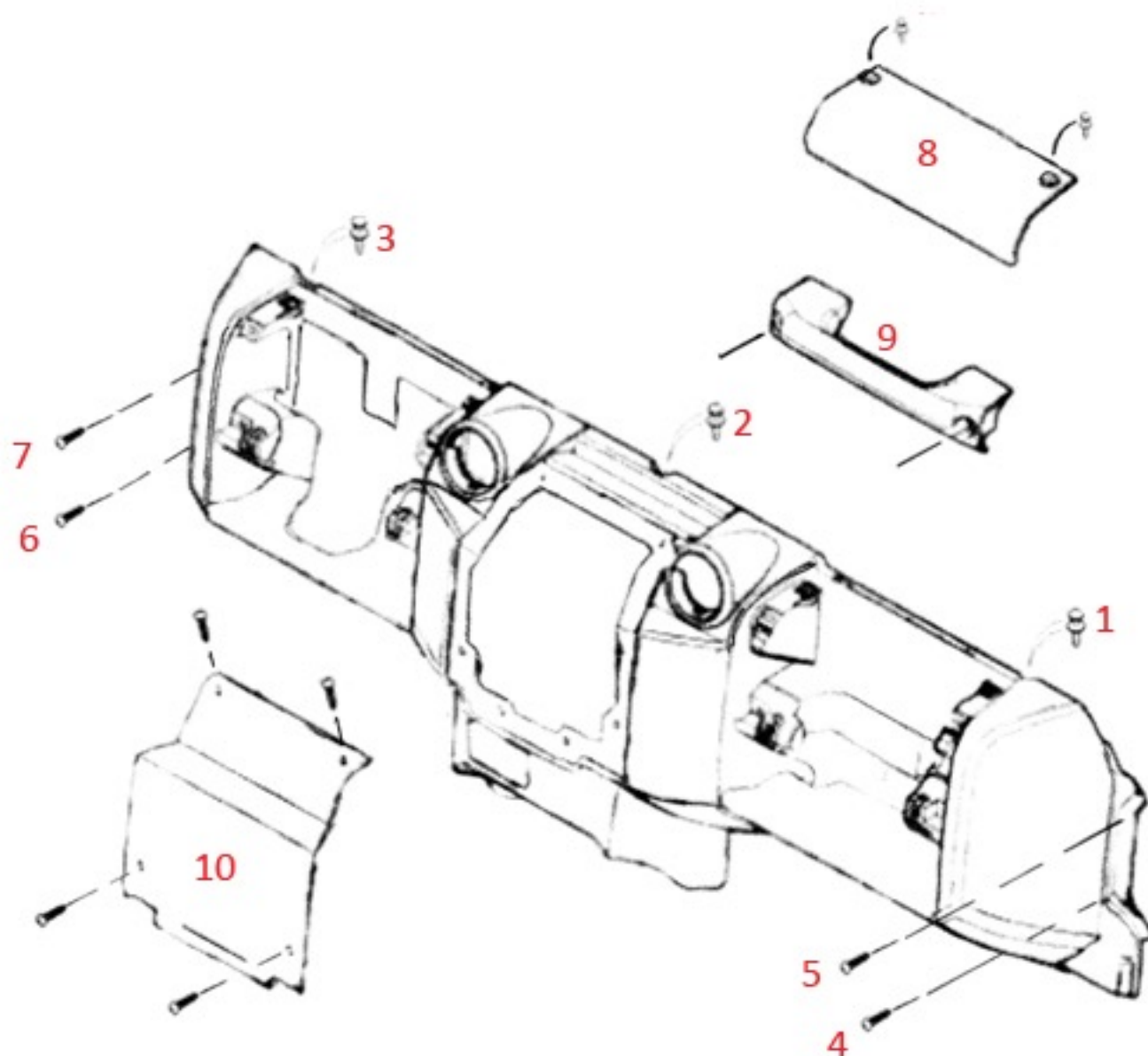




Puma Dashboard Main Assembly - LHD

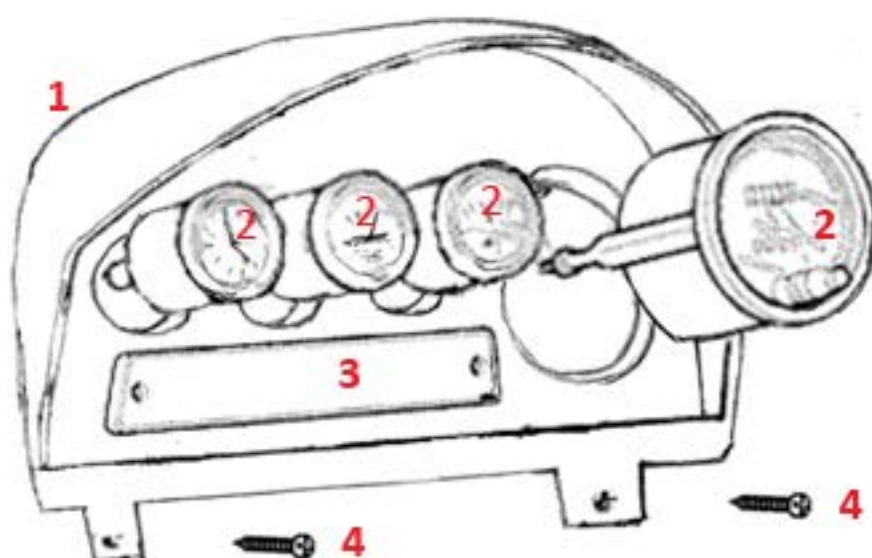
Start by carefully positioning the dashboard for fitting. Start from the passengers side fixing 1. Use the screws from the original dashboard. Do not overtighten. Move to fixing 2. Then connect via points 4 & 5. Use the existing fixing point from your Defender bulkhead for fixing 4. Drill a small pilot hole for fixing point 5.



With fixings 1, 2, 4 & 5 secure, move to complete the driver's side fitment by attaching via 3, 6 & 7. The dashboard may need to be pushed into line at this point due to the way it has been manufactured. This is an intentional curve to increase structural rigidity on final install. With all 7 fixings in place, it is now possible to attach the passenger cover (8) and grab handle (9). DO NOT attempt to fit these ancillary parts until the main dashboard assemble is fully installed as damage may occur due to incorrect fitting. The central panel (10) is installed using four screws. This panel should not be fitted until the end of the installation as access to the dashboard internals is required via the central opening.



Puma Dashboard Dial Cluster Pod



The Puma Dashboard is supplied with an instrument cluster housing that allows you to use the existing dials and gauges (2 & 3) from your Defender. The holes have been pre-formed to allow fitment of your standard Defender gauges and should be secured using the original fixing bars.

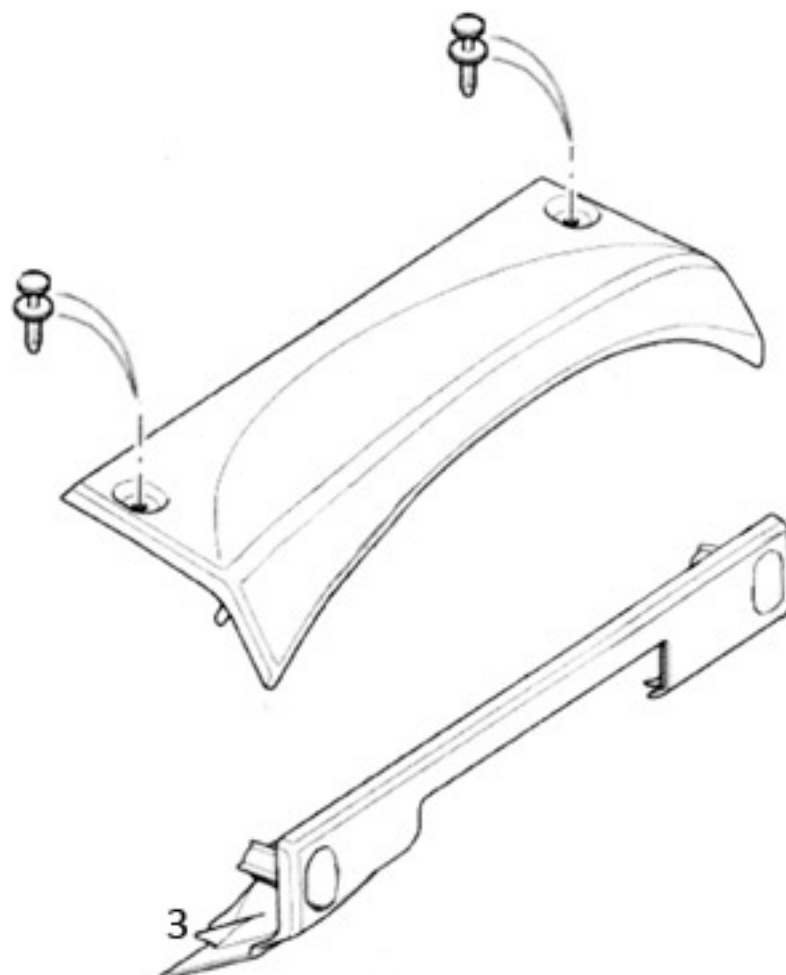
Although formed to a specific size, the gauges are a tight fit and care has to be used when installing the gauges. If they do not initially fit, do not force them. Lightly sand the edges of the holes to allow an easier fit, or use a small Dremel type tool to enlarge the openings. Only remove as much excess material as is needed to allow the gauges to slip into the cowling. Check the fit regularly as you go along. Do not remove too much or the gauges will become loose once fitted.

The standard speedometer cable should be attached by reaching in from the central dashboard panel aperture. The angle of attachment will be more acute now. The cable itself will need support to reduce strain.



Also note that screws 4 are to aid positioning of the cluster and are not for structural support. They should be lightly attached. Do not over tighten or damage will occur.

Puma Instrument Cowling and Trim



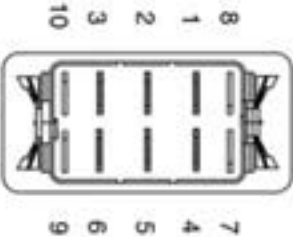
The instrument top cowling and lower trim pieces are fitted using two retaining screws (top cowling) and two M6 bolts (lower trim). These two panels help to secure the instrument cowling into position. Take time to arrange all three parts so that they are in the correct alignment before securing.

Carefully position the top cowling over the instrument cluster and attach. Do not over tighten the screws. The fixings for the lower trim panel can be accessed via the speaker holes. Do not install speakers until all main dashboard components are fitted. Ensure that locking flange 3 is situated on the inside the dashboard before tightening.

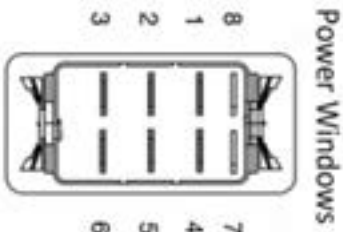
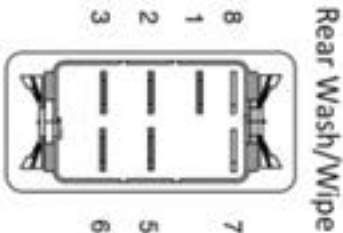
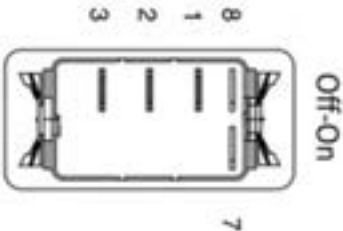
Carling Switch Wiring

Carling Switch Type	Pin 1	Pin 2	Pin 3	Pin 4	Pin 5	Pin 6	Pin 7	Pin 8	Pin 9	Pin 10
Off-On [EU]	Power In	Power Out	Link to pin 2				Earth	Sidelight		
Off-On-On [EU]	Power Out 2	Power In		Power Out 1	Power In 2		Earth	Sidelight	Earth	Link Pin 4
On-Off-On [EU & US]	Power Out 1	Power In	Power Out 2				Earth	Sidelight	Earth	Link Pin 1
Power Windows	Power In	Power Out 1	Earth	Earth	Power Out 2	Power In	Earth	Sidelight	Not used	Not used
Off-Mom [Horn] [EU]		Power In	Power Out				Earth	Link Pin 3	Earth	Power In
Off-Mom [e.g. Fog] [EU]		Power In	Power Out				Earth	Relay	Earth	Power In
Rear Wash/Wipe	Brown w/ green trace	Red w/ green trace	Green (live) also to pin 5		Green (live) also to pin 3	Black w/ green trace	Black [Earth]	Red/white- sidelight/ dashboard feed		
	Pin 1	Pin 2	Pin 3	Pin 5	Pin 8	Pin 10	Pin 17	Pin 18	Note:	
Hazard [EU & US] Td5	White w/ green trace	Light green	Purple	Light green w/ brown trace	Red/white sidelight/ dashboard feed	Black	Green w/ red trace	Green w/ white trace	9th link wire on factory switch is unused	
Hazard [EU & US] Pre Td5	Green									

Example Pin Layouts



Pin Numbers
(Standard On All)



Note: Pin 2 & Pin 5 connect
directly to the window motor.
To reverse polarity, swap wires