



Club Car 1515 to Curtis 1268 Conversion

Installation Instructions





1515 to Curtis 1268 Conversion



Installation Instructions



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

Note: This kit will not work with a 2009 model IQ system utilizing a Hall Effect throttle. Replacement of the throttle and rewiring of the vehicle is necessary in order to adapt to the conversion.

Parts List

Qty	Description	FSIP Part Number
1	Motor Control	62-12685501CKX
1	Wire Harness	62-12685501CKXW
1	WalkAway Harness	62-FRPL-WH
1	FSIP Hardware Kit	62-12685501CKH

Recommended Tools:

1. 1/4" drive wrench with 6" extension
2. 10, 11 and 14mm sockets
3. 13mm (two may be necessary) and 16mm combination wrench
4. 5/32 Allen wrench

A. Removing 1515:

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 back cover and any other hardware obstructing access to the back cover (**Figure 1**).
5. Disconnect the B- cable coming from the control (**Figure 2 - A**)
6. Disconnect cables between the middle two batteries and the remaining two outer pairs. (**B**)
7. Remove the two nuts holding the battery clamps in place and pull the clamps out of the cart. (**C**)
8. Pull the middle two batteries out of the cart.



Figure 1



Figure 2

9. Pull the plastic guard out from above the control housing and remove the Torx screw from the top of the housing. **(Figure 3)**

10. Pull back the controller housing and lift it up and out of the slots.

11. Disconnect the 16 and 4 pin Molex connectors. Label the blue and orange wires F2 and F1 respectively and remove them from the controller. **(Figure 4)**

12. Label the heavy gauge cables; Black: B-, White M-, Yellow and Green B+ and remove them from the controller.

13. Remove the 3 mounting bolts for the control using the 11mm socket and pull the controller from the cart.

14. Remove the tow/run switch from the mounting panel.



Figure 3



Figure 4

B. Installing the 1268 control:

1. Using the drill pattern, found on the last page of these instructions, drill four 6mm holes through the plate for the control. **(Figure 5)**
 - a. Make sure the battery + from the contactor and the other cables will be able to reach the controller after installation.
 - b. Ensure the controller will clear the side edge of the compartment opening.
2. Place a washer on the four 6MMx30 bolts and place each bolt in a mounting hole of the 1268 controller. Work the bolts through the new holes in the back plate.
3. On the backside of each bolt place a nut, lock washer and flat washer. After all four nuts are on incrementally tighten them in a Z pattern until the controller is firmly fastened to the back plate.
4. Use electrical pliers to cut the female spade terminal off of both of the Field wires. Strip 5mm of sheath off of the end of both wires and slide the ring terminal supplied on to the end of the wires. Crimp the ring terminal on to both wires. **(Figure 6)**
5. Drill a new mounting hole for the tow/run switch. There is typically space between the new control and the on board computer module (OBC). **(Figure 7)**
6. Connect the heavy gauge cables to the 1268. The white (M-) goes to the center, the black to B-, and the green/yellow to the B+.
7. Attach the F1 and F2 wires to the 1268.
8. Plug the adaptor harness into the vehicle harness through the 16pin Molex connector. Plug the 24 and 6 pin connectors into the 1268.
9. Plug the handset extension into the 1268 and plug the vehicle harness's 4 pin connector into the extension. **(Figure 8)**



Figure 5



Figure 6



Figure 7



Figure 8

10. Remove the bolts from the contactor main posts. Remove the precharge resistor from the contactor. Slide the red and yellow ring terminals of the Walkaway relay onto each side of the contactor posts (polarity does not matter) (**Figure 9**)
11. Connect the two pin Molex of the Walkaway harness to the conversion harness.
12. Remove the mounting bolt of the OBC closes to the 1268. Use the bolt to mount the Walkaway relay onto the OBC and plate. (**Figure 10**)

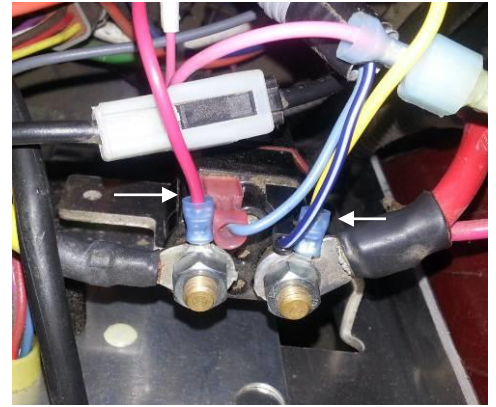


Figure 9

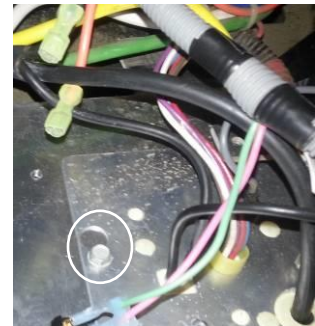


Figure 10

C. Installing the Speed Sensor Ground:

1. Run the 36" black wire from the conversion harness out through the back of the control compartment to the motor. **(Figure 11)**
2. Disconnect the Deutsch plug from the speed sensor.
3. Remove the orange cap from the vehicle side Deutsch connector.
4. Using a small flat screwdriver pull the C pin tab on the inside of the connector away from the pin. **(Figure 12)**
 - a. Gently pull the pin out of the back of the connector.
 - b. Cut or isolate the wire attached to the pin and remove the pin from the connector.
 - c. Slide the black wire from the adaptor harness into the now empty socket of the speed sensor connector.
 - d. Push the orange cap back into the Deutsch connector and plug it back into the motor side terminal. **(Figure 13)**



Figure 11



Figure 12

Additional Notes

If your vehicle includes optional items such as:

- a. Battery discharge indicator
- b. Battery charging indicator
- c. Additional lighting systems
- d. Other items grounded through vehicle harness pin 3.

They will need to be disconnected and rewired directly to battery negative. Having items other than the throttle attached to this pin will cause faults in the control.

*Refer to your vehicle's wiring diagram for possible items utilizing this pin configuration.



Figure 13

