

Cayenne B&W Cluster to Turbo Cluster

This is what you will need as the following:

Porsche Panel wedge tool
Screw Driver w/ T-20 bit and Flat head bit
Turbo Instrument Cluster

Ok with that cleared away, here is the first step. Remove the black plastic gauge cover above the gauges. Use the wedge tool or, in this case I used my fingers! (no big deal using fingers). Remember , you will need to apply gentle but enough pressure to detach the tabs off from the top cover of the dash that is over the cluster (you will hear a pop or click noise)





As you can see, the reason why I say "gentle" is because you have the tabs, take them off or apply too much pressure, and those bad boys can break, if anyone had experience with plastic and heat, they can easily become brittle. Just make sure you use precaution.



Next, there are 5 screws to detach the dash cluster cover. 4 screws are attached to the top of the gauge cluster, while one (in back) inside the housing is there to hold the cover in place on the main dash.

Remember, these are t-20 screws. Two are parallel on each side, symmetrical to each other

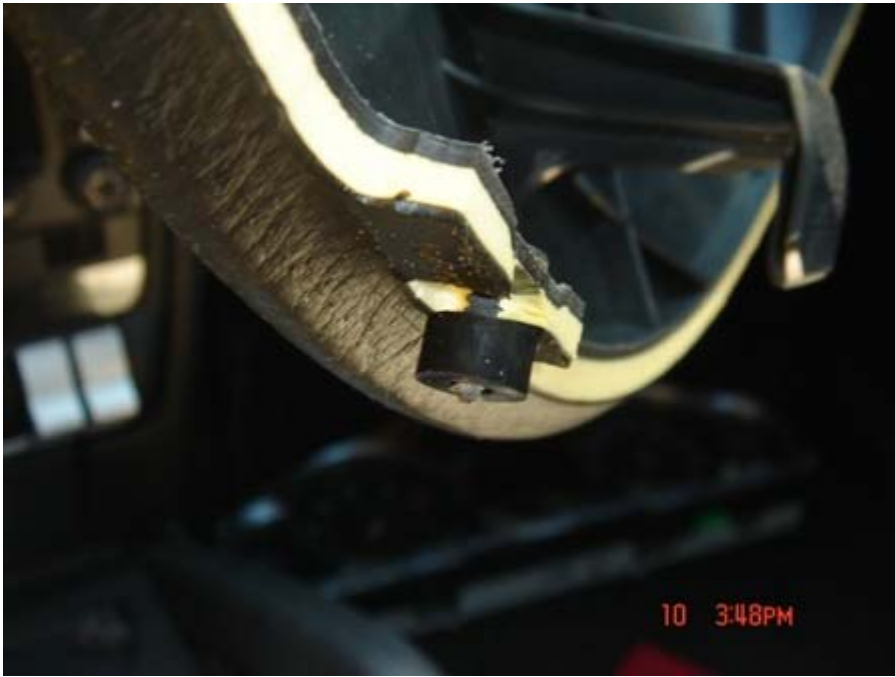


The rear screw, is located in the center back of the gauge cluster cover. as illustrated here. (the pod like cover on the driver side dash will be completely removed)



Once all screws are removed, just like the black plastic gauge cover, remove the upper gauge cover off gently. They are tabbed in place, so apply the right pressure.

Note: when you remove the cover, be sure you have the washer for the 5th screw. This holds and aligns the cover of the cluster in place. as shown here



Once the top is off, you will need to gain access to the bottom half. this is where most of the work will be done. Here are the major things you will need to do

- Remove trip pieces
- unscrew support holding ignition/key (the ring unscrews in a counter-clockwise manner)
- remove driver left AC vent

Lets begin with taking off the side cover where the fuse housing is and the AC vent. Use the wedge tool to open the side panel and to take the ac unit out. The AC unit pops out as an entire piece, though the trim may separate, this is normal, but be careful, damaging the trim will result in a loose fit.



The reason for this to come out is there is a screw that holds the lower portion in place, which later will be necessary to access the bottom part of the instrument cluster

Next take off the trim. There are three screws, t-20's , that are being them. Use the wedge tool again(or hands and flat blade screwdriver) , gently take the trim off. Again use precaution when taking them out. The outer ignition/key cover is part of the trim. So

make extra effort to be careful (While removing this side trim by the fuse panel there is a small clip that holds the side together make sure you pop off this part before forcing the lower console off.)



Once the trim is removed, and the screws, make sure you remove the support ring , which holds the ignition key in place by way of screwing around the threads of the ignition. There is a special tool for this, but I used a flat head screwdriver to push along some tabs gently till it was unscrewed. Repeat for the trim on the right near the windshield wiper control arm on the steering will. There should be two screws to take off. Also note, the screw inside the AC vent on the left driver side, it should be on the upper corner.



Next, once all screws have been removed, gently remove the tabs off , again, use precaution, these are tabs, and need to be taken off with extreme care avoiding damage to them, and causing not to fit properly



Once the bottom is removed, go ahead and take out the remaining two bottom screws that hold/support of the cluster. Again, these are t-20 screws





once remove, its self explanatory from there; there is a green and blue connector, with purple latches. Unlatch both, and remove the old cluster. Put in the Turbo cluster, and presto, turn your car on, and test the cluster **BEFORE** putting it back together. Your cluster should then boot up and you will see what awaits!

Further notes - When you hook up your gauge cluster, you will hear a weird buzzing noise, that's ok, and it's just the cluster responding to its connection. You will also notice that your mileage should be at 0.0 for new clusters or whoever's previous mileage was on it, if you bought it used. So be forewarned, My friend who knows vw/audi's said clusters like these have a tendency to carry over their last cars info on mileage over to whichever car they are being installed. So note to yourself, to write down your actual mileage. Also the Dealer will see the **ACTUAL MILEAGE ON THE CAR IS WHAT THE CLUSTER SAYS. ALL COMPUTER ODOMETER READINGS ARE FROM THE CLUSTER.**

Once done, and pre programmed, go ahead and put everything back together, and yours should look like this

