

How to install the Apex-i Turbo Timer

By Blazinsrt of SRT4Forums.com

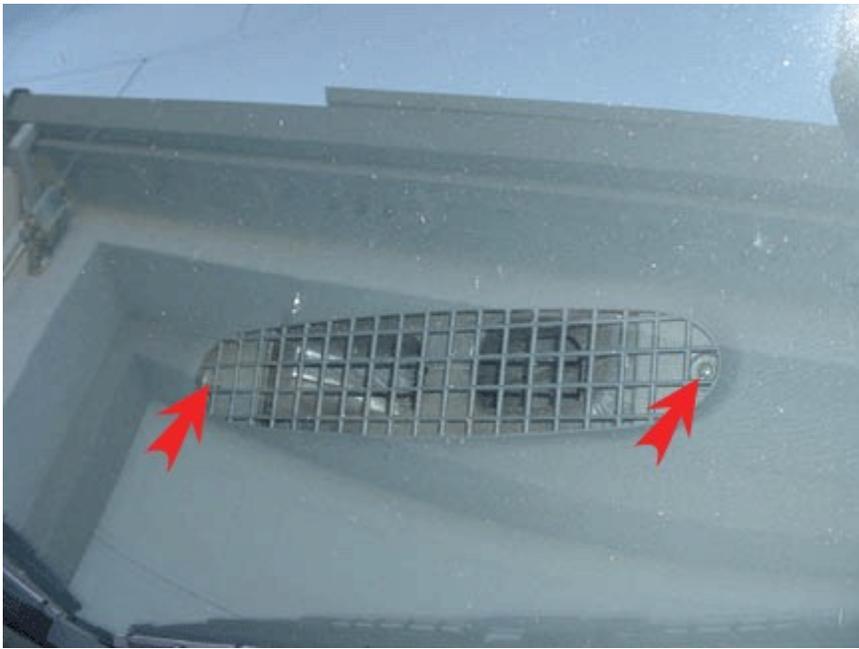


Lets start with taking the dash apart.

With this step you will need to take your side pillars, Dash top, steering column surround, dash cluster, and your fuse panel out.



You will need to place your index and middle finger along the roof going under the top of the side pillar then gently pull towards the seats. There are two metal clips per side/pillar (the top one might break if it does this isn't a major problem the pillar will still stay in place when put back).



There are four screws that hold the Dash Top down, along with some compression clips. The screws are located one on either side of the dash. (You have to have the doors open to see) The other two are located in your defroster vent one on either side of the opening. (These two will not come all the way out of their setting)

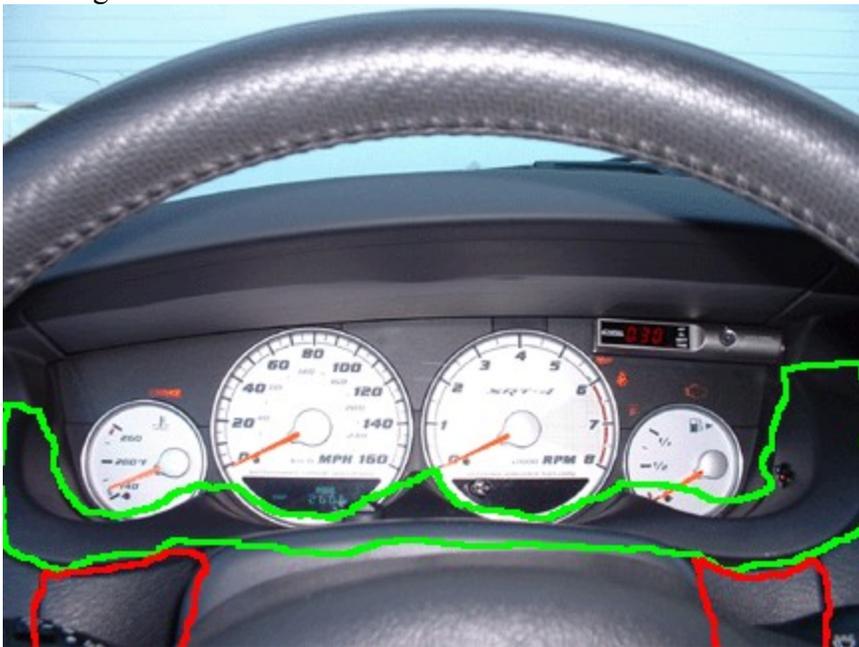
Once you have the screws all out you will need to now gently pull up on your dash. It is going to "pop" off.

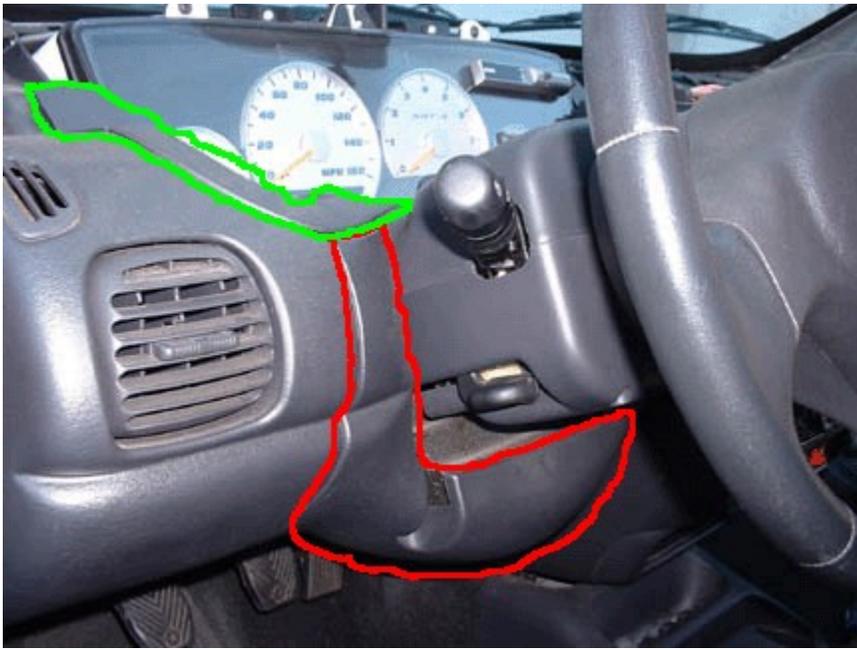




Now before you try to pull the dash out of the car you will need to unplug the boost gauge and the light for the boost gauge. These are going to be right in front of you as you are sitting in the drivers seat. The vacuum line just needs to be pulled to separate and the light wire has a clip that you need to press on to separate.

Steering Column Surround

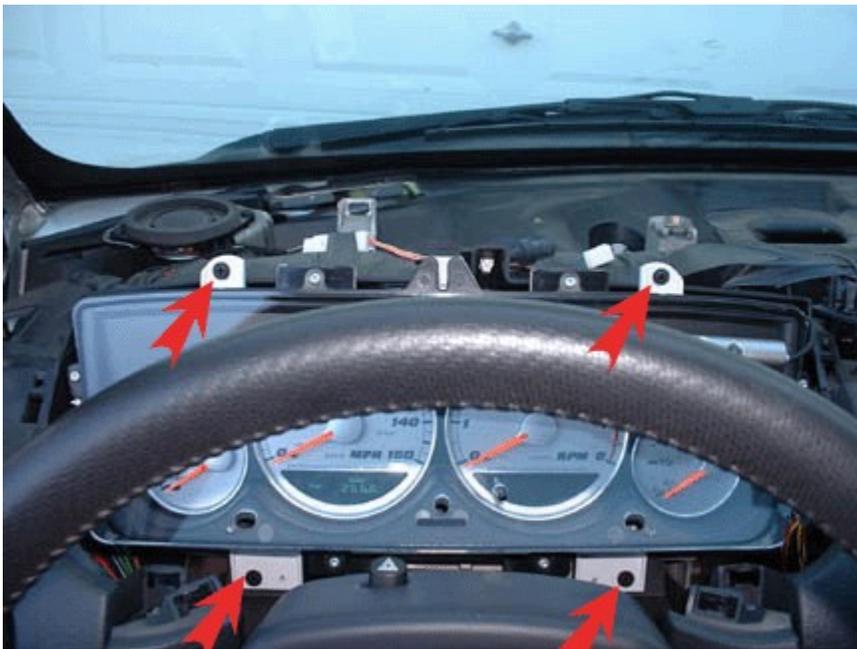




The Surround consists of the lower plastic and the upper plastic/w rubber part.

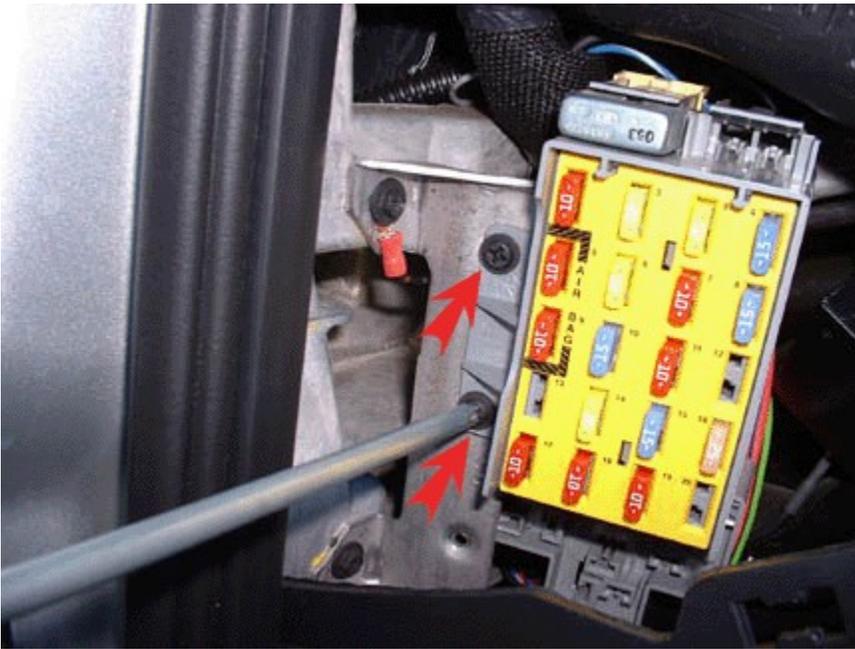
The lower piece has two screws at the bottom of dash and two compression clips at the top. Once you have taken the two screws out of the lower piece you will want to take the upper piece out just by pulling it towards you it is held in by four compression clips. Then the lower piece can just be pulled off.

You really don't need to take the lower piece all the way off you can just leave the two screws in at the bottom and pull the top off.



Begin by taking the four (4) screws out from the corners. Then just pull it out towards you. When you set your cluster down, be very careful as not to turn it upside down! As your needles will go all the way past the point where the rest when the key is off.

Once you pull your cluster out you will also notice that your dome light no longer is on, this is "ok".



First you will need to take the fuse cover off. (Located on the drivers side of the dash) Then you will need to remove the two (2) screws that hold the fuse block on the dash sub frame.

Wiring the TT is really straight forward in the next pictures you will see how I wired the TT in.

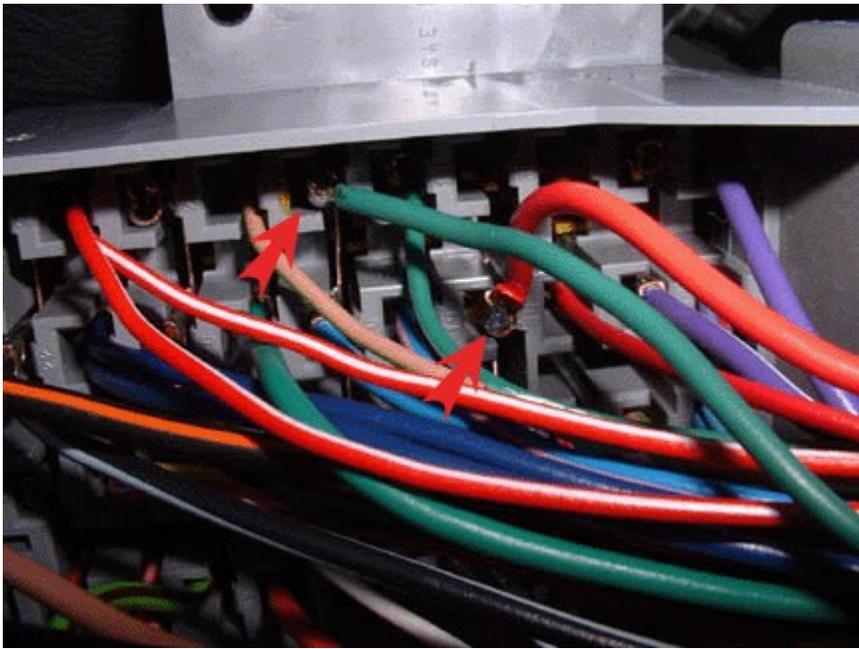
The ground.(ground the Black wire w/ brown spots here from the Apexi TT) (red arrow)



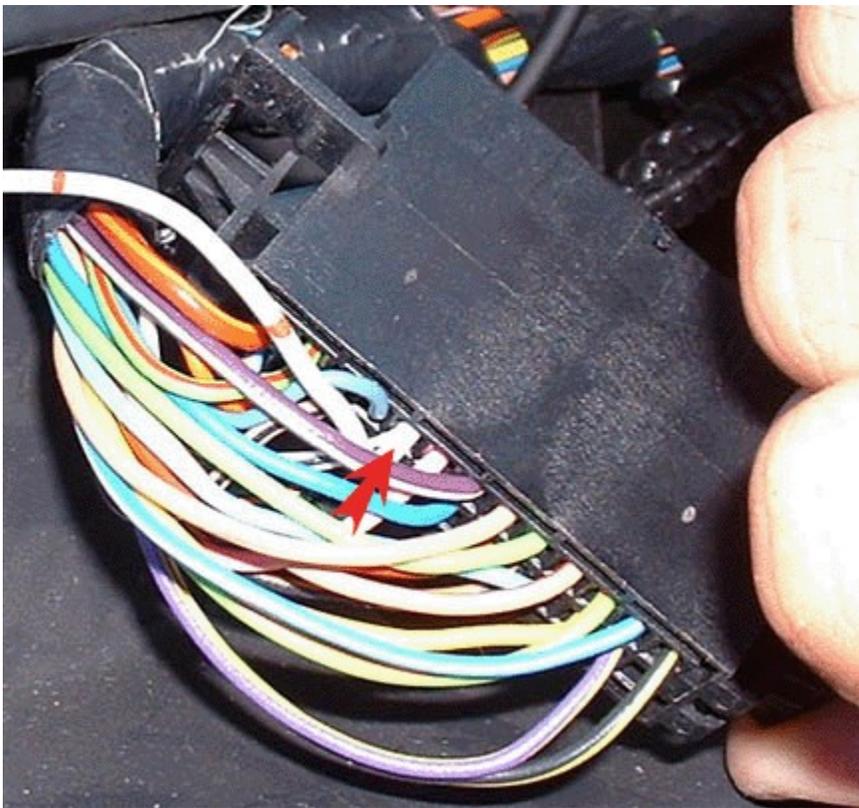
Soldering: Now the Green and the Red wires (from the TT). The Green was soldered to the back of the fuse block at # 9 (just make sure it is between the tan w/green strip and the solid green). Now the Red wire (from the Turbo Timer) is connected to the # 14 spot.

Splicing: If your not soldering you can Join the thick red wire from the TT to the Red Wire w/ white stripe on the fuse box. The thick Green wire from the TT can be joined with the Solid blue wire (#10).

(I just ripped off the shielding off both wires and merged them together with some electric tape)



Alright, now for the E brake wire (this is the Grey wire with brown spots on the Apex TT). Take about 3 quarters of an inch of that plastic wrapping and shove the copper wire into the cluster where the White wire w/ black stripe is occupying (red arrow). (This cluster shown below is where your speedometer thingy plugs into.) Get it in there good!



(As you are looking at this picture you see the top of the plug and it is facing towards the passenger side of the car).

All right now you need to locate were you want to place your TT.

In these directions I will be placing the TT main display in the upper right hand corner of the dash. This location provides an easy to see place for the timer and it doesn't cover any of your gauges. If you choose to place it in a different location then you will need to be sure that your wires can reach.

What I usually do at this point is cut off the wires that you will not be using. These wires are the Blue thick wire and the White/w brown spots (from the Apex TT). The White wire/w brown spots is for the A/F if in the future you plan on hooking this up. Don't cut it just wrap it up and tie strap it to the other wires.

First I will start by threading the main display through the backside of the dash cluster area. Then I will place the brain close to the fuse block.

the 1st color is from timer, connect: gray wire to white w/black stripe wire on parking brake switch. on ign. harness: red to (12v) red, green to thick blue sky wire (on), blue to black and white (acc). i didnt splice them in, i just pushed the leads into the back of the plug and to make sure they stayed there i gave it a couple of wraps of elect. tape.

Apexi Harness----to---- SRT-4

Red-----Thick red wire in steering column

Black-----Ground, Any good ground point on car.

Blue-----Black with white stripe in steering column

Green-----Thick Sky blue wire in column

Grey-----white with black stripe passenger left side foot well